Administrative Report
on the
Railways in India
for the
Years 1908 & 1909

00134502

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OF THE
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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1908

BY

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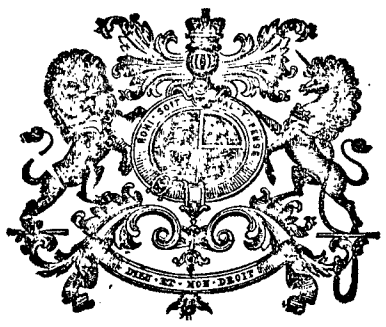
THE RAILWAY BOARD.



Dated the 21st May 1909.

Agents for the sale of books published by the Superintendent of Government Printing, India, Calcutta.

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SUPERINTENDENT, AMERICAN BAPTIST MISSION PRESS, Rangoon.

RAI SAHIB M. GULAB SINGH AND SONS, Mufid-i-Am Press, Lahore.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

THE CALENDAR YEAR 1908.

Mileage.

During the year 1908, 616 miles of line were opened to traffic, bringing the total mileage open, after allowing for abandonments and minor corrections of mileage, up to 30,576 miles of the following gauges :— App. 1, 2, 3 and 4.

15,951	of	5′ 6″	gauge (standard).
12,863	„	3′ 3⅜″	„ (metre).
1,394	„	2′ 6″	„ (special).
368	„	2′ 0″	„ (special).
30,576			

There were 643 miles of line sanctioned during the year, *viz.* :—

525	of	5′ 6″	gauge (standard).
81	„	3′ 3⅜″	„ (metre).
37	„	2′ 6″	„ (special).
643			

Up to the end of March 1909 the mileages were—

Lines open	30,809
Lines under construction or sanctioned for construction . .	2,992

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement on all open lines amounted at the close of the calendar year 1908 to Rs. 41,191·71 lakhs, and that on lines under construction to Rs. 778·73 lakhs. In addition Rs. 97·05 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 42,067·49 lakhs, as detailed in Appendix 8. App. 5, 7 and 8.

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,500 lakhs (£10,000,000) has been provided for 1909-1910 divided as under :— App. 40.

	Rs. Lakhs.
(*a*) For open lines, including Rs. 500 lakhs for rolling-stock .	1,300·03
(*b*) For lines already under construction—	
(i) begun prior to 1908-1909	105·81
(ii) begun during 1908-1909	59·16
(*c*) For lines to be begun in 1909-1910	35·00
TOTAL .	1,500·00

Financial results to the State.

4. The financial result of the working of the State railways for the year 1908 was a net loss to the State of 233·64 lakhs of rupees, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, and also the annuity payments for railways purchased by the State, including both interest and the portion that represents redemption of capital. The causes which have led to this loss are stated in paragraphs 7 to 14 of the Memorandum by the Railway Board printed as Appendix 40 of this Report.

In the subjoined table, which gives details of the charges against revenue for the year 1908 in comparison with the two preceding years, the ordinary interest charges are first deducted, and, on this basis, *i.e.*, after excluding the portion of the annuity payments representing redemption of capital, Rs. 120·08 lakhs, the loss to the State for the year 1908 amounts to Rs. 113·56 lakhs. It is to be noted that the interest charges on outlay on lines under construction, which, if these lines were

being constructed by private enterprise, would be charged to capital, have been included in arriving at the loss for the year, which has, therefore, been overstated to the extent of these interest charges.

	1906.			1907.			1908.		
	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	38,24,19,293	...	38,24,19,293	40,68,47,139	...	40,68,47,139	40,01,39,274	...	40,01,39,274
Gross traffic earnings.—Guaranteed railways.	...	1,63,31,871	1,63,31,871	...	1,56,96,590	1,56,96,590	...	...	...
Repayment of advances of interest.—Subsidized railways	8,89,164	...	8,89,164	8,26,866	...	8,26,866	10,40,204	...	10,40,204
Total Revenue	38,33,08,457	1,63,31,871	39,96,40,328	40,76,74,005	1,56,96,590	42,33,70,595	40,11,79,478	...	40,11,79,478
EXPENDITURE.									
Working Expenses.—State railways	18,90,38,725	...	18,90,38,725	20,81,83,678	...	20,81,83,678	24,60,80,063	...	24,60,80,063
Working expenses.—Guaranteed railways	...	1,04,84,669	1,04,84,669	...	1,04,21,894	1,04,21,894	...	11,397	11,397
Share of surplus profits paid to Companies, etc.	55,71,641	9,05,248	64,76,892	61,08,341	1,29,476	62,37,817	62,27,657	1,83,000	64,10,657
Land and Supervision charges.—Guaranteed railways	...	—4,02,066	—4,02,066	...	53,588	53,588	...	15,759	15,759
Land and subsidy charges	5,82,916	...	5,82,916	3,66,713	...	3,66,713	5,03,865	...	5,03,865
Miscellaneous railway expenditure	7,29,781	...	7,29,781	10,84,307	...	10,84,307	6,13,289	...	6,13,289
Total Expenditure	19,59,23,066	1,09,87,851	20,69,10,917	21,57,43,039	1,06,04,958	22,63,47,997	25,34,24,874	2,10,156	25,36,35,030
Net Revenue	18,73,85,391	53,44,020	19,27,29,411	19,19,30,966	50,91,632	19,70,22,598	14,77,54,604	—2,10,156	14,75,44,448
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State Railways	6,08,63,496	...	6,08,63,496	4,90,13,724	...	4,90,13,724	5,83,93,618	...	5,83,93,618
Interest on debt for purchase of railways	2,19,70,715	...	2,19,70,715	2,56,55,460	...	2,56,55,460	2,60,09,175	...	2,60,09,175
Interest on advances of capital to Companies	75,33,954	...	75,33,954	81,88,060	...	81,88,060	74,20,021	...	74,20,021
Interest on capital raised by Companies	2,06,46,584	...	2,06,46,584	2,17,66,355	...	2,17,66,355	2,36,18,165	...	2,36,18,165
Portion of annuities in purchase of railways representing interest on capital	3,50,87,916	...	3,50,87,916	3,48,14,809	...	3,48,14,809	3,03,86,295	...	3,03,86,295
Interest on capital of Guaranteed Companies	...	1,17,08,570	1,17,08,570	...	87,88,274	87,88,274	...	40,72,710	40,72,710
Total Interest	14,61,02,665	1,17,08,570	15,78,11,235	13,94,38,408	87,88,274	14,82,26,682	15,48,28,174	40,72,710	15,89,00,884
Surplus of net revenue over Interest	4,12,82,726	—63,64,550	3,49,18,176	5,24,92,558	—36,96,642	4,87,95,916	—70,73,570	—42,82,866	—1,13,56,436
Portion of annuity payments representing redemption of capital also charged against revenue	1,01,66,475	...	1,01,66,475	1,05,16,710	...	1,05,16,710	1,20,07,500	...	1,20,07,500
Actual net gain +, or loss—	+3,11,16,251	—63,64,550	+2,47,51,701	+4,19,75,848	—36,96,642	+3,82,79,206	—1,90,81,070	—42,82,866	—2,33,63,936

App. 9.

5. As regards an account of the capital liability in connection with railways owned by the State, there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct from the original commuted capital at which the lines were taken over, the amount redeemed by annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1908 on account of all railways classed as State railways, including the Madras railway which was purchased by the State on 1st January

1908; the State outlay, as recorded in rupees in the accounts being converted into sterling at the rate of Rs. 15=£1. The total capital amounts to £309·12 millions (the details by railways being shown in Appendix 9); and on this the net revenues of the State railways for 1908, £ 9·85 millions, give a return of 3·19 per cent.

Capital liability on account of railways classed as State railways at end of 1908.

1. Share capital of purchased railways being paid off by annuities :—

	£	£
Commuted value of stock purchased	97,829,817	
Deduct—		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3)	12,741,462	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)	1,750,000	
New Stock of the Madras and Southern Mahratta Railway Company issued in exchange for portion of annuity (liability included under item 5) ...	1,500,000	
Capital redeemed by annuity payments ...	7,167,264	
	23,158,726	
Net outstanding		74,671,091
2. State outlay		113,247,712
3. Debt incurred for purchase of railways		51,885,485
4. Capital advanced by Government to Companies		16,573,777
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)		52,745,290
TOTAL CAPITAL LIABILITY		309,123,355

Statistical results of working.

6. With a net addition of 619 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1908 amounted in round figures to Rs. 4,482·69 lakhs, compared with Rs. 4,730·50 lakhs in 1907, a decrease of Rs. 247·81 lakhs, while the working expenses were more than in 1907 by Rs. 267·93 lakhs. The net earnings amounted to Rs. 1,782·44 lakhs against Rs. 2,298·18 lakhs in 1907, or a decrease of Rs. 515·74 lakhs. These net earnings yielded a return on the capital outlay (Rs. 41,191·71 lakhs) on open lines, *i.e.*, mileage earning revenue, of 4·33 per cent., as compared with 5·86 in 1907. **App. 11.**

Of the decrease of Rs. 247·81 lakhs in the gross earnings, the North Western State railway was accountable for Rs. 151·23 lakhs or 61·03 per cent., the Great Indian Peninsula railway for Rs. 82·91 lakhs, or 33·46 per cent., the Rajputana-Malwa for Rs. 38·85 lakhs and the Oudh and Rohilkhand State railway for Rs. 20·42 lakhs. **App. 12.**

The total number of passengers carried was 321·17 millions against 305·87 millions, and the earnings therefrom amounted to Rs. 1,536·87 lakhs against Rs. 1,504·49 lakhs. The number of third class passengers carried was more by 13·36 millions, and the earnings therefrom by Rs. 29·87 lakhs. Of the increase of Rs. 32·38 lakhs in the passenger receipts, the Burma railways accounted for Rs. 13·86 lakhs or 42·80 per cent., and the remainder was contributed principally by the Eastern Bengal State, the Bombay, Baroda and Central India, the Bengal and North-Western and the North Western State railways. **App. 11.**

The increase in the passenger traffic on the Burma railways was due to a prosperous season and to the development of traffic on the new extensions.

The average rate charged to passengers of all classes was 2·44 pies per mile, just over $\frac{1}{5}$th of a penny, and the average distance travelled was about 38 miles. There have been no material fluctuations in these figures since 1884. **App. 10 and 11.**

App. 11 and 12. The aggregate tonnage of goods moved during the year 1908 was 62·40 million tons and the earnings therefrom were Rs. 2,632·04 lakhs, an improvement over the previous year of 299 thousand tons with a decline of Rs. 292·23 lakhs in earnings. Of the decrease in the goods receipts the North Western State railway is accountable for Rs. 158·35 lakhs or 54·19 per cent., the Great Indian Peninsula railway for Rs. 76·06 lakhs or 26·03 per cent., and the remainder was contributed principally by the Rajputana-Malwa, the Oudh and Rohilkhand State, the Bombay, Baroda and Central India and the Bengal and North-Western railways.

The decrease in goods earnings on the North Western State railway was chiefly due to a heavy falling off in the export trade of wheat to Europe on account of high prices and scarcity in India, and that on the Great Indian Peninsula railway was partly due to the failure of the cotton crop in the Central Provinces and Berar, and partly to the failure of crops of wheat, gram, linseed, rape and mustard and consequent smaller bookings to Bombay.

There was, however, an increase of Rs. 23·87 lakhs in the goods receipts of the East Indian railway, due to heavier coal traffic.

App. 17. The total weight of the traffic in "Grain and pulse", "Coal","Cotton, raw and manufactured", "Sugar", "Oil-seeds", "Salt" and "Jute" during the year 1908 amounted to 31·48 million tons and the earnings therefrom to Rs. 1,603·50 lakhs, against 33·71 million tons and Rs. 1,915·48 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1908 to 69·19 per cent. in weight and 66·25 per cent. in earnings of the total traffic carried for the public, against 70·73 per cent. and 70·06 per cent., respectively, in the previous year.

There was a large decrease of 2·16 million tons and Rs. 232·76 lakhs in the grain and pulse traffic, attributable chiefly to a heavy falling off in the export trade of wheat on account of high prices and scarcity in India. There were also decreases of 815 thousand tons and Rs. 62·67 lakhs under "Oil-seeds", due to failure of crops of linseed, til-seed and rape and mustard and consequent smaller bookings to Bombay for shipment, and of 385 thousand tons and Rs. 59·88 lakhs under "Cotton" due to the failure of cotton crop.

App. 28 & 29. *Coal.*—During the year 1908 the total output from the collieries in India and Burma amounted, as shown in Appendix 28, to 12·77 million tons, against 11·15 million tons in 1907. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1·87 million tons to 2·12 million tons or by 259 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, rose from 1,040·24 thousand tons to 1,045·69 thousand tons or by 5·45 thousand tons. The imports of coal from the United Kingdom fell from 227·18 thousand tons to 173·47 thousand tons or by 53·71 thousand tons, while those from other countries rose from 74·41 thousand tons to 211·84 thousand tons or by 137·43 thousand tons.

App. 27. The total quantity of Indian coal consumed by railways during the year 1908 increased from 3·34 million tons to 3·60 million tons or by 261 thousand tons, and the amount of foreign coal consumed from 54·86 thousand tons to 79·63 thousand tons.

App. 17. The traffic in coal carried by railways increased from 12·19 million tons in 1907 to 13·24 million tons in 1908, and the earnings therefrom from Rs. 318·55 lakhs to Rs. 358·65 lakhs.

App. 10 & 11. The average rate for all descriptions of goods carried per ton per mile was 5·09 pies as compared with 5·18 pies in 1907, or just under ½ penny, while the average distance over which a ton of goods was carried was 159 miles against 175 miles in the previous year.

App. 12. Of the increase of Rs. 267·93 lakhs in the working expenses, the North Western State railway was responsible for Rs. 96·54 lakhs, the East Indian railway for Rs. 56·34 lakhs, the Eastern Bengal State railway for Rs. 28·85 lakhs, the Bombay, Baroda and Central India railway for Rs. 18·27 lakhs, and the Bengal-Nagpur railway for Rs. 16·15 lakhs.

The increase on the Eastern Bengal State railway was principally due to heavier renewals of rolling-stock, and partly to higher rates of wages to staff and to higher cost of fuel. The increases on the other railways were due to these causes and

also to heavier repairs and renewals of permanent-way. Repairs to bridges and carriage of revenue stores consequent on heavy consumption of fuel and renewals also contributed to the increase on the North Western State railway.

Analyses of working of the principal railways for the two halves of 1908 will be found in Appendix 18, while Appendix 39 shows the total working expenses on some of these railways and the ratio between coaching and goods under gross receipts, train-miles and ton-miles of each. App. 18 & 39.

Appendix 38 contains a history of the several railways comprised in each system, and also shows the statistical results of working of individual lines. App. 38.

Tables I and II in this Appendix have been revised. The year of the occurrence of any radical change in the physical or financial constitution of a railway, such as, in the case of Companies' lines, the date of purchase by Government, or of important modifications in the contracts with the Secretary of State, has now been taken as the starting point for the purpose of recording statistics in both tables; although any previous year's figures, if required, can still be obtained by a reference to the Railway Administration Report for 1907.

With regard to lines which are of secondary importance, *e.g.*, 2′ 0″ and 2′ 6″ gauge lines, Native State lines and some of the smaller metre gauge railways, statistics for the last 10 years only have been included.

Where railways have been absorbed into larger systems, the results of working prior to amalgamation have been omitted, as they no longer serve any useful purpose, and figures for the joint concern have been included in the tables from the date of absorption.

A statement of railways and tramways projected up to the 31st December 1908 will be found in Appendix 38-A. App. 38-A.

Important works completed.

7. *Bengal-Nagpur railway.*—The relaying of 50 miles of track with 85-lb. rails between Sini and Nagpur; the strengthening of girders and improvement of waterway at the Bamni bridge near Nimdih; the strengthening of 10 spans of 200-foot girders of the Damooda bridge near Asansol; and the renewal of the 100-foot girder bridge near Amda and of 18 forty-foot girders on the Dongargarh district.

Bombay, Baroda and Central India railway system.—The construction of an over-bridge near the Chaupati level crossing and of a metre-gauge siding to serve the mills at Cawnpore and to give the metre-gauge railway at that station better facilities for sharing the traffic from the mills with the East Indian railway; the renewal of girders on the Banganga bridge; and the relaying of the first 40 miles of the 60-lb. rails on wooden sleepers on the main line, 5′ 6″ gauge, with 90-lb. rails on castiron pot sleepers and of 20 miles of the road on the Khandwa section, 3′ $3\frac{3}{3}$″ gauge, with 50-lb rails.

Eastern Bengal State railway system.—The renewal of the girders of the Jabunesswari bridge (6 spans of 18 metres) at mile 121 on the Rungpore branch Northern section, and of 21 spans of 31-foot and 9 spans of 32-foot girders, between Halsa and Jagati on the Eastern section; the relaying, with 50-lb. rails, of the loops on the Northern section, and, with 90-lb. flat-footed steel rails, of the main line on the Eastern section above Naihati up to mile $62\frac{1}{2}$ and on the Central section east of Baraset up to mile 28; and the raising of the formation for a length of about 11 miles near Rajbari station with a view to bringing it to a height of 2 feet above high flood level.

East Indian railway system.—The doubling of the main line from Ahraura Road to Chunar, $11\frac{1}{2}$ miles; the construction of a new locomotive yard at Gya; additions and alterations to the Katrasgarh yard; and the relaying of 79·65 miles between Pundarakh and Dheena (miles 292 and 449) of 75-lb. double-headed rails on mixed Denham-Olphert's and wooden sleepers with new 85-lb. bull-headed rails on Denham-Olphert's sleepers.

Great Indian Peninsula railway system.—The reconstruction of the dowa road over the Gunjal and Chota Towa bridges; the remodelling of the station yard at Orai; the interlocking at the east end of the yard at Nandgaon; the doubling of the Kurla-Poona section, 34·50 miles; the relaying of 7·71

miles on the Indian Midland section between Itarsi and Bhopal with 82-lb. rails on new R. and L. pots and of 38·94 miles on the Great Indian Peninsula section, chiefly between Kem and Raichur, with the same description of rails, and the renewal of 34·51 miles, chiefly between Kirkee and Raichur, with new R. and L. pots; and the construction of the Kunu bridge, 5 spans of 150′, on the Gwalior Light railway.

Madras and Southern Mahratta railway system.—The strengthening of the Cheyair bridge by the substitution of new steel girders; the alterations and re-arrangement of the goods yard at Tuni; the improvement of the Waltair station yard; and the relaying, on the 5′ 6″ gauge section, (chiefly between Arkonam and Raichur) of 75·25 miles with 80-lb. bull-headed, and 47 miles with 75-lb. double-headed, steel rails, mainly on cast-iron pot sleepers (the standard number of which was increased on this as well as on the Madras-Bangalore City section generally to 12 pots per 30-foot rails), and on the 3′ 3⅜″ gauge section, (mainly between the Portuguese frontier and Bezwada and between Poona and Londa) of 72·44 miles (of which 45·36 and 26·19 miles respectively were relaid with 60-lb., and 41¼-lb. flat-footed, steel-rails) principally on wood and new pattern steel sleepers.

Oudh and Rohilkhand State railway system.—The renewal of girders (33 spans of 80′) of the Ganges bridge at Rajghat on the Aligarh branch; the works at the Ramgunga bridge, Moradabad, and at the Moradabad station for the entry of the Moradabad-Ramnagar metre gauge railway; the interlocking of the Zafarabad and Janghai yards at the points where the Allahabad-Jaunpur railway enters those stations; extensive additional works in the central carriage and locomotive shops at Lucknow; and the relaying of 35 miles of the main line with 90-lb. flat-footed rails on new wooden sleepers.

South Indian railway system.—The relaying, mainly on the Arkonam branch and on the main line from Egmore southwards, of 12·26 miles, chiefly with 50-lb. steel rails on iron pot sleepers; the re-arrangement of Egmore station at Madras; the strengthening of girders and the re-building of the Tirur bridge; and the strengthening of girders on the Tanjore-Trichinopoly section up to the metre gauge standard.

Assam-Bengal railway.—The remodelling of sheds at jetties Nos. 1 and 3 at Chittagong Port with brick walls and fireproof partitions, and the electric lighting arrangements for the present yard.

Bengal and North-Western railway system.—The rebuilding of four spans of 60′ girders, including the protection works, of the Babai bridge on the Nanpara-Katarnian Ghat branch; the construction of a bridge of 10 spans of 20′ girders on the Sakri-Jaynagar extension and of the permanent bridge over the Kamla river (4 spans of 100′ and 2 of 60′); the doubling of the Bachhwara-Barauni section, 11 miles; and the relaying, mainly on the Tirhoot section, of 12·89 miles with 41¼-lb., and of 23·87 miles with 50-lb. flat-footed steel rails, and the renewals, chiefly on the Company's system, with sleepers which were principally transverse sâl.

Bengal Dooars railway.—The reconstruction of the Ghatia bridge (5 spans of 40′) at mile 107 on the Eastern extension.

Burma railways.—The relaying, with 50-lb. rails, of about 9 miles of 41¼-lb. track on the Rangoon-Prome section, and, with 60-lb. rails, of about 4½ miles of similar track on the same section and of 3 miles of 50-lb. track on the down line between Kemmendine and Insein; and the doubling of the line between Thingangyun and Togyaunggale, 4 miles.

Railway surveys.

8. The following surveys were completed during 1908:—

By the *State*, (1) from Thazi to Taunggyi or Yaunghwe by various routes, varying from 100 to 120 miles in length, known as the "Southern Shan States railway survey"; and (2) from Pyinmana to Magwe, 120 miles, both on the 3′ 3⅜″ gauge.

By the *Bengal-Nagpur railway*, (1) from Amda to Gurumaishini, 48 miles, and (2) Kalimati to Gurumaishini, 42 miles, both on the 5′ 6″ gauge;

(3) from Mandla to Mungeli, about 85 miles, and (4) from Nagpur to Chhindwara, 95 miles, both on the 2′ 6″ gauge; and (5) a re-survey, on the 5′ 6″ gauge, of the Raipur-Vizianagram railway, about 310 miles.

By the *Eastern Bengal State railway*, the preliminary survey of a line, on the 3′ $3\frac{3}{8}$″ gauge, from Singhjani to a point on the Brahmaputra river opposite Fulchhari, 28 miles.

By the *East Indian railway*, (1) the final survey of a line from Sainthia *viâ* Kandi to Berhampore, about 40 miles, and (2) the reconnaissance of a section, 12 miles long, of the proposed line from Bokhara to the Ramgarh coalfields, both on the 5′ 6″ gauge.

By the *Great Indian Peninsula railway*, on the 5′ 6″ gauge, (1) from Amla to Hardagarh, 35·25 miles, (2) from Nagpur to Katol, 37·49 miles, and (3) the re-alignment of the Nagpur-Itarsi line between Katol and Bailana, 17·62 miles, on the 2′ or 2′ 6″ gauge, (4) from Kalyan *viâ* Belapur and Penwel to Karjat, 49·51 miles, and (5) a reconnaissance survey from Chowk *viâ* Pen to Nagothna, 37·07 miles.

By the *Madras and Southern Mahratta railway*, (1) from Singarayakonda to Kanigiri, 39 miles, (2) an alternative line between Bitragunta and Chinakraka, about 11 miles, and (3) from Kavili to Udayagiri, 50 miles, all on the 5′ 6″ gauge.

By the *Nizam's Guaranteed State railways*, on the mixed (5′ 6″ and 3′ $3\frac{3}{8}$″) gauge, from Hyderabad station to Hyderabad City, about 3 miles.

By the *North Western State railway*, on the 5′ 6″ gauge, (1) from Kasur *viâ* Pakpattan to Lodhran, 209·46 miles; on the 2′ 6″ gauge, (2) from Kalabagh along the right bank of the Indus to Kummermeshani and thence to the coal-mine west of the latter place, 24·37 miles, known as the "Makrawal-Mari railway survey," (3) from Mundra *viâ* Chakwal and Bhon to Rupwal, 65·85 miles, and (4) a reconnaissance from Rupwal to Basal, 53 miles.

By the *Oudh and Rohilkhand State railway*, on the 5′ 6″ gauge, (1) from Phaphamau (near Allahabad) to Unao (near Cawnpore), 114·58 miles, with branches (*a*) from Mustafabad to Rae-Bareli, 23·41 miles, and (*b*) from Munshiganj to Dalmau, 15·32 miles, and (2) from Madhoganj to Sandee, 17·05 miles.

By the *Bengal and North-Western railway*, from Partabganj to Bhimnagar, 13 miles, on the 3′ $3\frac{3}{8}$″ gauge.

By the *Burma railways*, (1) from Kyangin to Zigon, 39·56 miles, and (2) from Henzada to Begayet *viâ* Danubyu and Einme, 93·48 miles, with a branch from Danubyu to Pantanaw, 24·25 miles, all on the 3′ $3\frac{3}{8}$″ gauge.

By the *Barsi Light railway*, from Tadwale to Latur, 37 miles, on the 2′ 6″ gauge.

9. The following surveys were in progress:—

By the *State*, the detailed survey, in connection with the proposed Bombay-Sind Connection railway, of a line on the 5′ 6″ gauge from Viramgam on the Bombay, Baroda and Central India railway to Badin on the North Western State railway, 269 miles.

By the *Bengal-Nagpur railway*, from Mohuda to Ramgarh coal-fields, 54 miles, on the 5′ 6″ gauge.

By the *Bombay, Baroda and Central India railway*, (1) from Bilimora to Sara, 32 miles, with an alternative line of 33·73 miles, (2) from Nadiad *viâ* Malpur to Meghraj with a branch from Malpur to Godhra, about 134 miles, all on the 2′ 6″ gauge.

By the *Great Indian Peninsula railway*, from Bir to Bhopal, 113 miles, on the 5′ 6″ gauge.

By the *Madras and Southern Mahratta railway*, from Nandyal to Yerragudipadu, 76 miles, on the 3′ $3\frac{3}{8}$″ gauge.

By the *Oudh and Rohilkhand State railway*, (1) from Tilhar *viâ* Budaon to Babrala and from Rajghat to Hapur, about 140 miles, with a branch from

Jahangirabad, on the Rajghat-Hapur section, to Bulandshahr, about 16 miles, (2) from Dhakia to Sambhal, about 15 miles, and (3) from Sitapur *viâ* Burhwal to Daryabad, 78 miles, all on the 5′ 6″ gauge.

By the *South Indian railway*, on the 3′ 3$\frac{3}{8}$″ gauge, (1) an engineering and traffic survey from Podanur to Pollachi, 26 miles, (2) from Erode to Nanjangud with a branch from Satyamangalam to Mettupalaiyam, 150 miles, (3) from Trichinopoly to Ramnad, 104 miles, with a branch from Devakota to Arantangi, 28 miles.

By the *Assam-Bengal railway*, a detailed survey, on the 3′ 3$\frac{3}{8}$″ gauge, from Bhairab Bazar to Tangi, 38 miles.

By the *Bengal and North-Western railway*, from Thawe *viâ* Padrauna to Captainganj, about 60 miles, on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Bhavnagar-Gondal-Junagad-Porbandar railway*, (1) from Sihor to Palitana, 17 miles, (2) from Shapur to Kutiana, 30 miles, both on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Darjeeling-Himalayan railway*, from Naxalbari Hat *viâ* Siliguri to the Teesta bridge, about 46 miles, on the 2′ 0″ gauge.

Rolling-stock and safety appliances.

10. For the year 1908-1909, the Railway Board made a provision of Rs. 547$\frac{3}{4}$ lakhs for additional rolling-stock for open lines of Indian railways. This amount included a sum of Rs. 119$\frac{1}{4}$ lakhs transferred out of the special grant of Rs. 1$\frac{1}{2}$ crores for wagon-stock made in 1907-1908, the total net grant for which year thus stood at Rs. 603 lakhs.

App. 22 and 23. The additions made during the year 1908 to the rolling-stock of the railways consisted of 413 engines, 842 coaching vehicles and 10,117 goods vehicles, the number under supply being 403 engines, 2,003 coaching vehicles and 16,502 goods vehicles.

Subsequent to the 31st December 1908 the provision of 44 engines, 403 coaches and 2,955 wagons has, in addition, been authorized.

App. 24. 11. Six hundred and thirty engines, 575 coaches and 12,462 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 4,332 engines, 14,027 coaches and 25,738 wagons, as against 2,355 engines, 4,611 coaches and 109,204 wagons not fitted.

App. 25. 12. One thousand one hundred and thirty vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 13,979 as compared with 5,625 not fitted. The number fitted for gas was 11,209 and for electricity 2,770.

Orders have issued to the three State lines for the gradual introduction of electric lighting in all new 1st and 2nd class carriages.

App. 25-A and 25-B. 13. The fitting of passenger communication to vacuum-braked stock is being rapidly pushed on and it is expected that all this stock will shortly be so fitted. Several recent train outrages have emphasized the necessity for this improvement, and for the advisability of removing continuous foot-boards and horizontal hand-rails from coaching vehicles. This work is being carried on simultaneously with the fitting of the passenger communication.

The question of introducing corridor stock into India has been considered and discussed and the South Indian railway are experimenting with complete rakes of corridor vehicles. Experience has, however, not yet sufficiently proved that this type of vehicle is suitable for India or appreciated by the passengers.

These experimental rakes contain also a new feature on Indian railways in the shape of buffet corridor car for Indians.

Interlocking and block working.

App. 26. 14. One hundred and sixty-five stations were fitted during the year with apparatus for interlocking points and signals, and 246 with automatic instruments for signalling trains between stations.

The enquiry into the serious collision which occurred on the 6th May 1908 between Ghaziabad and Dasna stations on the Oudh and Rohilkhand State railway having shown that under certain conditions it is possible for two contiguous stations, fitted with the token instruments, to each obtain a token for the same section at the same time, the Railway Board directed that a Committee of electrical experts should assemble to consider and report whether, if these instruments are properly worked, it could be possible for two tokens for the same sections of line to be abstracted simultaneously from two connected instruments, either owing to inherent defects of construction or owing to any outside influences: and whether it is possible for a token to be obtained at one end of a section without the permission or knowledge of the person working the connected machine at the other end of the section, who, according to rules, is the only person authorised to permit the removal of the token. The Committee were also directed to consider what precautions are necessary to prevent the illegitimate removal of a token, and whether there are other token instruments in use on Indian railways which are liable to the same defects in working as the instruments in question, and if there are, what steps should be taken to remedy the defects.

A summary of the results of the Committee of enquiry, together with the opinions of railway administrations on whose railways token instruments are in use, was later forwarded to the Indian Railway Conference Association for consideration and submission of such recommendations as would give practical effect to conditions which will ensure the safe working of token instruments. The recommendations of the Association having been received and considered, rules for the working of token instruments have been issued for adoption by railways.

Rates and fares.

Coaching.

15. *Commercial travellers' luggage.*—Commercial travellers' luggage, for which no concession rates were previously allowed when carried by mail trains, may now be so carried at half parcel rates, subject to a limit of five maunds, any excess weight being either paid for at full parcel rates or forwarded by passenger train.

On the *Bombay, Baroda and Central India railway system* sanction was accorded to the retention of lower passenger fares in cases in which they infringed the amended schedule of maximum and minimum fares and rates for the carriage of coaching traffic sanctioned for the line, as it was not considered that the traffic could bear increased charges.

The revised scale of fares and coaching rates as adopted on this line was introduced on the Tapti Valley and Ahmedabad-Dholka railways with effect from 1st July 1908.

The station-to-station passenger fares over the Nilgiri section of the *South Indian railway system* were reduced with effect from the 15th September 1908.

Goods.

16. *Famine traffic.*—Owing to the scarcity of fodder in certain districts and in the Baroda State in the Bombay Presidency, the reduced rates of ½ anna per four-wheeled, and one anna per bogie, wagon per mile which, at the request of the Government of India in December 1907, had been agreed to by the railway administrations for the carriage of fodder to stations in the United Provinces, Central India, Rajputana, the Punjab and the North-West Frontier Province, were extended in March 1908 to the affected areas in the Bombay Presidency.

In order to assist the poorer classes of the districts affected by famine, the Government of India in May 1908 authorised the railways as a special case to classify up to 31st July, sun-dried tapioca as grain when carried in wagon loads from South India to places in the United Provinces, the Punjab, Rajputana and the North-West Frontier Province.

With the same object in view the Bengal-Nagpur railway introduced, with effect from 3rd April 1908, special reduced rates for food grains and pulses in wagon loads of 360 maunds and over from Shalimar and *viâ* and also arranged

with the British India Steam Navigation and Asiatic Steam Navigation Companies for the importation of Burma rice and paddy into the affected districts by the quotation of low combined sea and rail rates from Rangoon, Moulmein and Akyab to all stations on the undertaking *viâ* Calcutta.

Rebate on Afghan trade.—In July 1908, sanction was accorded to the extension of the rebate of two-thirds the freight over the North Western State railway previously granted on all goods traffic coming from or going to Persia by the Quetta-Nushki-Seistan route, to such traffic when it was booked and despatched by passenger train, and to both these concessions being extended to Afghan trade which passes through Nushki and does not break bulk at that station. A similar concession, but limited to one-third rebate, was sanctioned on the Oudh and Rohilkhand State railway. Both these sanctions are in force up to 31st March 1909, and the question of their continuance after that date is under consideration.

On the *Bombay, Baroda and Central India railway system* the revised scale of goods rates, as adopted on the main line, was introduced on the Tapti Valley and Ahmedabad-Dholka railways with effect from 1st July 1908.

The station-to-station goods rates over the Nilgiri section of the *South Indian railway system* were reduced with effect from the 1st October 1908.

Accidents.

17. The following is a statement of accidents of all descriptions to persons, which have occurred during the last five years:—

YEAR.	Passengers.						Servants.						Other persons.												Total all classes.	
	By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		Whilst passing over railways at level crossings.		Trespassers.		Suicides		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1904.	11	83	105	321	116	404	23	103	250	364	273	467	6	15	23	1	577	186	120	2	41	14	767	218	1,156	1,089
1905.	3	140	115	356	118	496	15	115	308	462	323	577	5	15	25	4	661	173	134	5	39	23	864	220	1,305	1,293
1906.	9	194	155	368	164	562	39	148	341	451	380	599	11	22	41	6	823	259	154	9	41	37	1,070	333	1,614	1,494
1907.	45	150	150	459	195	609	40	120	405	546	445	666	16	41	35	3	919	303	189	7	35	36	1,191	390	1,834	1,665
1908.	121	284	156	470	277	754	43	175	411	550	454	725	10	29	33	13	1,102	307	220	5	31	19	1,406	373	2,137	1,352

The number of passengers killed from causes beyond their own control was 0·38 per million of passengers travelling: and this gives an average of 1 in 100·01 millions of miles travelled.

18. The following are particulars of the more serious train accidents:—

No. 119 up mail was derailed on the platform loop of Magra Hat station, *Eastern Bengal State railway*, on the 10th January 1908, due to an excessive speed over the loop crossover. One passenger and one railway servant were killed, and three passengers injured. The rolling-stock and permanent-way were considerably damaged.

No. 20 down mixed train collided with an up goods special train at mile 180·4 between Muzaffarpur and Kanti stations, *Tirhoot section, Bengal and North-Western railway*, on the 12th January 1908, due to the up goods train having started without a line-clear. One railway servant was killed and three injured.

No. 99 up collided with No. 100 down goods train between Kashi-chak and Worsleyganj stations, *East Indian railway*, on the 7th March 1908, owing to line-clears having been wrongly given to both the trains. One servant was killed and six injured. The rolling-stock was considerably damaged.

No. 5 up express passenger collided with an up van goods train outside Somna station, *East Indian railway*, on the 8th March 1908, due to disregard of rules, whereby line-clear was given for No. 5 up before the line was actually clear. Two railway servants were killed and six injured. The rolling-stock was considerably damaged.

No. 64 down goods train collided with No. 73 up goods train at Patna station, *East Indian railway*, on the 30th March 1908, due to the disregard of rules by the station staff. Certain wagons on the up train, which were loaded with kerosine oil, caught fire, and the blazing oil having splashed on to the engine of the down train burnt three of the engine crew who subsequently succumbed to their injuries. The permanent-way and rolling-stock were considerably damaged.

No. 23 up passenger train collided with No. 26 down passenger at mile 84-7 between Dasna and Ghaziabad stations, *Oudh and Rohilkhand State railway*, on the 6th May 1908, owing to both trains having been allowed on to the same block section at one time. Seventy-two passengers and seven railway servants were killed, and one hundred and eighteen passengers and one railway servant injured. The rolling-stock was seriously damaged.

No. 33 up passenger train collided with No. 6 down express passenger at Rasulabad station, *East Indian railway*, on the 21st June 1908, owing to the points having been wrongly set. Four passengers were killed, and fourteen passengers and five railway servants injured. The rolling-stock was considerably damaged.

No. 5 down express train collided with No. 47 down goods train at Itola station, *Bombay, Baroda and Central India railway*, on the 26th June 1908, due to the driver of No. 5 down train having run against signals and to the disregard of rules by the station staff. Twenty-four passengers and two railway servants were killed, and thirty-four passengers and five railway servants injured. The rolling-stock was considerably damaged.

No. 34 down passenger was derailed at mile 725-15 between Pacca Anna and Gojra stations, Lyallpur-Khanewal section, *North Western State railway*, on the 4th August 1908, owing to the line having been breached through heavy rain. One passenger was killed and two passengers injured. The rolling-stock and permanent-way were considerably damaged.

No. 172 up goods train collided with No. 137 down goods train at mile 347 between Savalji and Gulbarga stations, *Great Indian Peninsula railway*, on the 5th August 1908, owing to line-clears having been wrongly given to both trains. The driver and fireman of the down train were killed, and the driver and fireman of the up train injured. The rolling-stock was considerably damaged.

No. 3 up mail train collided with No. 4 down mail at mile 1029 between Mustafabad and Barara stations, *North Western State railway*, on the 3rd December 1908, due to a line-clear having been given for 4 down mail after permission had been given for No. 3 up mail to proceed in the opposite direction. Fifteen passengers and seven railway servants were killed, and twenty passengers and four railway servants injured. The rolling-stock was seriously damaged.

Damages by floods and rainfall.

19. Owing to heavy rains in July, the line between Purulia and Ranchi on the *Bengal-Nagpur railway system* was breached in three places at miles 46 and 47, necessitating the transhipment of traffic for 14 days. In August, owing to the same cause, the Katni branch was seriously damaged between Khongsara and Khodri stations, resulting in temporary suspension of through traffic.

Heavy rain in June, July and August caused several breaks on the *Bombay, Baroda and Central India railway system*. In June the line between Lakhtar and Wadhwan was washed away for a length of 250 feet owing to the bursting of a tank in the vicinity, and the diversion at the Luni bridge between Bar and Haripur was also washed away, rendering the line unsafe for the passage of trains for about 54 hours. In July the line was breached at several places at miles 73 and 74 between Hindaun Road and Karanpura on the Agra branch, at miles 29, 30 and 32 to 35 between Parisal and Khairthal on the Rajputana section and at 0-13 between Agra Fort and Idgah (Agra) stations, causing interruption to traffic. The temporary

diversion near the Banganga bridge, the embankment for a length of 50 feet behind the south abutment of Umerdeshi bridge at mile 462 on the main line of the Rajputana-Malwa railway, and portions of the piers of the bridge at mile 49 on the Agra branch were washed away, the last due to the bursting of a bund between Kherli and Ghosrana. In consequence of the overflow of the river Sutlej in August the line was breached from mile 261-15 to mile 262-2 between Chak Pakhewala and Fazilka and through connection was interrupted for about 9 days.

The exceptionally heavy rains in August caused a subsidence of the embankment carrying the main line of the *East Indian railway system* between Patpore and Ghaziabad and also at mile 951-3. The earthwork on the Hapur branch was also seriously damaged rendering it necessary to stop the running of trains at night on the 28th August and to restrict the speed to 10 miles an hour on certain sections. In September the river at Monghyr cut into the bank at the west end of the station yard and the booking of goods traffic *viâ* Monghyr had to be suspended for 3 days.

Heavy rains in July and August breached the Jhansi-Manikpur and Jhansi-Agra sections of the *Great Indian Peninsula railway system* in several places at mile 759 and 798 respectively, and caused a subsidence of the bank on the Agra-Delhi section at certain places between miles 853 and 913, which rendered it necessary to order cautious driving and restrict the speed of trains to 10 miles an hour. Owing to the same cause the Bina-Baran section was seriously damaged in July between Atru and Chajawa stations. Between miles 736 and 738 there were eleven breaches aggregating 1,600 feet in length and about half the bank was washed away in five places for a total length of 1,500 feet. This necessitated the transhipment of passengers and goods over a distance of 2 miles for 5 days, after which a diversion was laid. The diversion was considerably damaged in August and traffic had to be suspended for three days. The main line was completely repaired and train service established in September.

Owing to a cyclonic storm accompanied with heavy rain, the 5′ 6″ gauge section of the *Madras and Southern Mahratta railway system* was breached in September in several places between Vatlur and Rajahmundry, necessitating the transhipment of passengers and mails for 4 days. During the same month heavy rains breached the metre gauge section between Cumbum and Somidevipalli stations at miles 308-18, 381-3 and 382 and the Bellary-Rayadrug branch at miles 13, 14, 16, 18, 19 and 22.

The 5′ 6″ gauge section of the *Nizam's Guaranteed State railways* was badly damaged in various places between miles 124 and 258 by the floods which occurred in September, and all traffic was suspended for 21 days. Owing to the same cause, the metre gauge section was damaged between miles 285 and 385, causing suspension of traffic for 11 days (28th September to 8th October).

Heavy rains and floods in August and September caused several breaks on the *North Western State railway system.* The line between Kacha Khuh and Kassowal was breached in the beginning of August and with the exception of mails, which were transhipped on trollies, through traffic was entirely stopped for 10 days. Towards the end of the same month heavy floods washed away the formation between Spintangi and Sanari on the Sind-Pishin line, necessitating the transhipment of mails and passengers for three days. Heavy rains again breached the repaired line and through service was not resumed for a fortnight. During the same month the *Southern Punjab railway* was breached at miles 589 and 590 between Chistien and Bakhshan Khan and on the *Kalka-Simla railway* there was a heavy landslip one mile south of Kandaghat station, which rendered transhipment necessary for 4 and 2 days, respectively. During September heavy floods breached the Sind-Sagar line between Pind Dadan Khan and Lilla and the line at mile 808-17 between Raewind and Kana Kacha, and in each case the through running of trains was stopped for about eight days.

On the *South Indian railway system,* the Nilgiri line was blocked by large boulders (15,000 cubic feet), which fell from the slope of the cutting at mile 7-15 near Adderley station. Traffic was interrupted for 5 days.

On the *Bengal and North-Western railway system,* the floods in the river Pandal washed away the approaches of the pile bridge over that river between Gaunaha and Bhikna Thoree and train service was stopped from 29th June to 6th December. Owing to heavy rains the last nine miles of the Katarnian Ghat branch became unsafe and were closed to traffic from 6th July to 20th October.

The *Bengal Dooars railway* was breached in September at mile 93 between Mal and Dam Dim stations, necessitating the transhipment of passengers for 20 days.

The Dhrangadra section of the *Bhavnagar-Gondal-Junagad-Porbandar railway system* was breached in several places in June. All traffic was stopped for a day and transhipped for another day.

Owing to heavy rains in November the Samôn river topped its banks and flooded the whole country between Samôn and Thabyedaung stations on the *Burma railways*, breaching the line in several places at mile 335 for an aggregate length of 600 feet. Traffic was stopped for three days and thereafter transhipped for eleven days. Owing to the same cause, the bank of the old Mu canal burst and breached the line at mile 465 between Kin-u and Madaunghla, washing away the entire bank for 98 feet and a half section of bank for 600 feet. All traffic was suspended for five days.

Heavy rains breached the *Jodhpur-Bikaner railway* in September between miles 130 and 133, (between Banar and Jodhpur stations), causing an interruption to traffic for a week. In August, owing to the same cause, the Luni and Guiya rivers were in flood, which considerably damaged the banks and necessitated the diversion of traffic *viâ* Luni Junction to *viâ* Phulera Junction for about a fortnight.

The rains in July caused considerable damage to the *Rohilkund and Kumaon railway system.* On the Lucknow-Bareilly section the centre well of a bridge at mile 134-4 together with the centre pier and two forty-foot girders, and about 20 feet of earthwork at mile 138 were washed away, causing interruption to traffic for 7 days. On the Powayan light railway the earthwork round the south abutment of the Goomti bridge was washed away, leaving a gap of 15 feet under the rails, necessitating the transhipment of passengers and mails for three days.

In July the *Udaipur-Chitor railway* was breached in several places between miles 7 and 27, and traffic was interrupted for about a fortnight.

On the *Dholpur-Bari railway*, floods in July caused a subsidence of the bank between miles 1 and 17. Traffic was suspended for 4 days.

Owing to heavy rain *the Shahdara (Delhi)-Saharanpur Light railway* was breached in two places for a length of 200 feet each, this and the sinking of the embankment rendering it necessary to close the entire line for the first five days in August and the Delhi Shahdara-Shamli section for the next six days also.

Railway Staff.

20. The total number in railway employ at the close of the year was 525,583 of which 7,344 were Europeans, 9,951 Eurasians and 508,288 Natives. Of the Europeans and Eurasians 13,911 were enrolled as volunteers. App. 31-32.

21. Every monthly paid employé, who is neither pensionable nor a menial servant, is obliged to be a member of the Provident Fund and is required to subscribe monthly amounts varying on different railways but not exceeding one-twelfth of his salary. At the close of each half-year the railway distributes as bonus among the depositors a first contribution equal to one-half of their subscriptions for the half-year, and a second contribution not exceeding one-half of such subscriptions or one per cent. of net earnings of the half-year. App. 31.

22. The use of railway schools continued to be appreciated, and at the close of 1908 there were 8,719 children and 6,513 apprentices and workmen attending schools. App. 35.

Reforms in accounting.

23. *Period of time within which claims of Government against railways for overcharges and claims of railways against Government Departments for undercharges are to be recognised.*—The question of adopting some definite period of time within which claims of Government against railways for overcharges and claims of railways against Government Departments for undercharges are to be recognised and admitted, if correct, was considered, and in May 1908 a period of six months was laid down as the limit to count—

(*a*) in the case of cash payments from the date of payment;

(*b*) in the case of warrants and credit notes from the date of presentation of bill by the railway administration.

Monthly system of station accounts.—The Railway Board issued orders on the 20th July 1908 for the adoption of a monthly, instead of a weekly, system of station accounts on Indian railways with effect from 1st January 1909.

Administrative matters.

24. *Committee of enquiry as to the provision of funds for expenditure on Indian railways and the system of working of the Railway Board.*—The Indian Railway Finance Committee appointed by the Secretary of State in May 1907 submitted their report in March 1908, regarding the provision of funds for expenditure on Indian railways in which the recommendation was made that the provision for capital outlay on railways should be raised to 18·75 crores of rupees per annum for the next ten years. It was not possible, however, to give effect to this recommendation in fixing the programme for 1909-10, which has been sanctioned for 10 million sterling.

Reconstitution of the Railway Board as a Railway Department of the Government of India.—In accordance with the decision of the Secretary of State, which was based on the recommendations of the Railway Finance Committee, the following changes were introduced with effect from the 1st October 1908 :—

(i) The Chairman of the Railway Board became President of the Board with enhanced powers; and

(ii) the Board with its staff became collectively the Railway Department, distinct from, and independent of, the Department of Commerce and Industry though remaining in the administrative charge of the Honourable Member, Commerce and Industry Department, as Railway Member.

Separation of the Carriage and Wagon Department from the Locomotive Department of State railways.—The necessity for gradually separating the Carriage and Wagon Department from the Locomotive Department of State railways was accepted sometime back, and in 1907 the separation was carried into effect on the Oudh and Rohilkhand State railway. During 1908 a special Carriage and Wagon Superintendent was appointed to the North Western State railway who, with the Locomotive Superintendent, arranged the gradual separation of the two Departments and then assumed the control of the new Department and the working of the new Carriage and Wagon shops at Lahore.

Increase to the pay of Administrative ranks of the Superior Revenue establishment of State railways.—On the recommendations of the Railway Board a revised scale of appointments and pay which was accepted by the Government of India was sanctioned by the Secretary of State with effect from the 20th December 1908.

Representation on the Port Trust Board, Bombay, of the Great Indian Peninsula and Bombay, Baroda and Central India railways.—In view of the change in the control of the railways terminating in Bombay, *viz.*, the Great Indian Peninsula and the Bombay, Baroda and Central India railways, owing to the abolition of the appointment of Consulting Engineer for Railways, Bombay, and of the community of interests of the two railways and of the Port Trust, the Government of Bombay have taken steps to amend the Bombay Port Trust Act to allow of the enlargement of the Board, so that the two railways may have direct representation on it.

Important contracts entered into and modifications of existing contracts.

25. In order to ensure certain branch lines against possible loss entailed by the adoption on those lines of the reduced goods rates and coaching fares introduced on the Bombay, Baroda and Central India railway (the working agency), the Secretary of State, in February 1908, sanctioned the contract limit of rebate payable to the Tapti Valley and Ahmedabad-Dholka Railway Companies from traffic interchanged with these lines towards making up a dividend of 4 per cent. per annum being raised from 10 per cent. to a maximum of 45 per cent. of the gross earnings from the traffic interchanged. The increased rebate to have effect from the 1st July 1908.

The Bombay, Baroda and Central India Railway Company having agreed to the present limit of rebate payable to the Ahmedabad-Parantij railway from

interchanged traffic being increased so as to make up a dividend of 5 per cent. instead of 4 per cent. as previously agreed to, an offer to this effect, subject to certain conditions, was made to the Branch Company and accepted by them.

Under clause 22 of the contract, dated the 19th April 1879, between the Secretary of State for India and the Darjeeling-Himalayan Railway Company, power is reserved to Government of exercising the right to purchase the line in May 1909, by serving the Company, on or before the 4th May 1908, with twelve months' notice of termination of the contract. It was, however, decided not to serve the notice, but to allow the existing terms and conditions of the contract to continue for a further period of ten years, *viz.*, to May 1919.

In February 1908, the Secretary of State for India and the Government of India expressed their willingness to the existing agreement between the West of India Portuguese Railway Company and the Southern Mahratta Railway Company for the working of that line by the latter Company being extended to 1912.

On the 14th May 1908, an indenture was entered into between the Secretary of State for India and the Southern Punjab Railway Company for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.

In June 1908, sanction was accorded to an agreement entered into between the South Indian Railway Company and the British India Steam Navigation Company for the carriage of passengers of all classes, luggage, cycles, dogs, parcels and goods booked through between stations on the Railway Company's system, including worked lines, and the stations on the Rameswaram Island *viâ* Mandapam and Pamban Beach and *vice versâ* until such time as through communication is established between these two places.

An indenture, dated the 26th June 1908, was entered into between the Secretary of State and the Madras and Southern Mahratta Railway Company, for working the existing lines of the old Southern Mahratta railway and parts of the late Madras and South Indian railways.

Agreements were entered into in July 1908 between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, the former undertaking to indemnify the latter against all liability on account of possible damage that may occur to neighbouring land and property through the construction of certain new railways in Baroda territory.

An indenture, dated the 4th August 1908, was entered into between the Secretary of State and the Great Indian Peninsula Railway Company regarding the issue of debenture stock during 1908-1909 and any other debenture stock to be issued subsequently with the sanction of the Secretary of State.

On the 12th August 1908, sanction was accorded, under clause 40 of the contract, dated the 9th March 1897, between the Secretary of State for India and the Burma Railways Company, to the continuance, up to the 31st March 1909, of an agreement, dated the 20th July 1898, between the Burma Railways Company and the Irrawadi Flotilla Company, for working the Katha-Bhamo traffic.

On the 26th August 1908, sanction was accorded to the revised "combined service agreement" entered into between the Eastern Bengal State railway and the India General Navigation and Railway Company, Limited, and the River Steam Navigation Company, Limited.

An indenture, dated the 1st October 1908, was entered into between the Secretary of State for India and the Bengal and North-Western Railway Company for the construction of the Chupra-Mashrak extension of the Company's main line.

An indenture, dated the 15th October 1908, was entered into between the Secretary of State and the Bombay, Baroda and Central India Railway Company regarding the issue of future debentures and debenture stock.

Miscellaneous.

26. *Strikes of railway employés.*—Two strikes of workmen employed in the Locomotive and Carriage and Wagon departments of the Great Indian Peninsula

railway occurred during 1908. The first occurred in January and lasted for three days. The other occurred in July, when 1,168 out of a total of about 7,500 men employed in the Parel workshops struck work.

Abolition of tolls on certain bridges.—On the recommendation of the Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province, the Government of India agreed to the boat-bridge over the Kabul river at Nowshera being declared free of tolls, and as a consequence the North Western State railway bridge, which is in close proximity to it and forms a convenient connection between Nowshera and Mardan Road, was also declared free with effect from January 1908, the cost of maintenance and the initial capital outlay entailed in the opening of the bridge to road traffic being met by the Local Administration.

In February of the same year it was decided to dismantle the bridge of boats over the Indus river at Khushalgarh since the cost of maintenance exceeded the toll receipts, and to throw open the roadway of the newly constructed railway bridge to the public free of tolls, the cost of constructing the roadway and the approaches to it being paid jointly by the Governments of the Punjab and the North-West Frontier Province. The whole cost of the maintenance of the roadway over the bridge, and of the left approach, will be defrayed by the North-West Frontier Province, while the approach, on the Punjab side, will be maintained from funds supplied by the Attock District Board.

Use of local manufactures for railway purposes.—The limit of the length of span of railway girders which may be purchased locally was recently raised. Messrs. Burn and Company were able to show that their shops are capable of turning out girders of large spans and the limit was therefore raised from 80′ to 150′.

Orders were also issued permitting the purchase of points and crossings from firms in India and contracts for a considerable proportion of wagon frames and bodies for State worked lines were let to private firms in Calcutta.

An officer has been appointed and located at Calcutta with the designation of Superintendent of Local Manufactures to inspect work during the process of manufacture.

Rent and maintenance of telegraph wires supplied to railways by the Telegraph Department.—In September 1907, it was decided that an all-round rate of Rs. 2-3-0 per mile per mensem, fixed in August 1896, should continue to be charged for the rent and maintenance of telegraph wires supplied to railways by the Telegraph Department until further notice. The question of the suitability of this rate having been carefully examined, it was decided on the 14th December 1908 that, with effect from the 1st April 1909, the charge should be fixed at Rs. 2 per mile of wire and that this rate should continue in force until further orders.

Goods tariff simplification.—The Indian Railway Conference Association at their meeting in October 1908 approved of a draft revised goods classification and directed that it should be circulated to all railways for remarks.

Map.—An additional map showing the Railway systems of India accompanies the Administration Report this year. It is the work of Mr. J. H. Trott of the Bengal-Nagpur railway.

APPENDIX 1.

List of open lines of railway at the close of the calendar year 1908 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1908, under several heads of classification.								Remarks.
							State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	
							State railway.	Company.				Native State itself.	Company.	State railway.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		A														
5	(b)	Agra-Delhi Chord.	A.D.C.	Great Indian Peninsula Ry. Co.	15-11-04	5′ 6″	...	125·66	...	...	...	...	...	...	...	
2	(h)	Ahmedabad-Dholka	A. D.	Bombay, Baroda and Central India Ry. Co.	23-2-03	3′ 3⅜″	...	...	...	33·50	...	...	...	...	...	
2	(i)	Ahmedabad-Parantij.	A. P.		1-5-07	3′ 3⅜″	...	...	...	54·70	...	...	...	...	...	Rebate lines.
8	(b)	Amritsar-Patti .	A. P. T.	North Western State Ry.	21-9-06	5′ 6″	...	...	...	27·49	...	...	...	...	...	
11	(a)	Assam-Bengal .	A. B.	Assam-Bengal Ry. Co.	1-7-95	3′ 3⅜″	...	775·28	...	...	...	...	...	...	...	Includes 4·44 miles Noakhali to Shaheb Ghatta temporarily closed for traffic.
		B														
5	(c)	Baran-Kotah .	B. K.	Great Indian Peninsula Ry. Co.	1-7-03	5′ 6″	...	13·58	...	...	...	...	...	...	...	
22	(a)	Baraset-Basirhat Light.	B.B.L.	Baraset-Basirhat Light Ry. Co.	1-2-05	2′ 6″	...	...	...	26·06	...	...	...	...	...	Subsidized by District Board.
23	(a)	Barsi Light . .	B. L.	Barsi Light Ry. Co.	1-3-97	2′ 6″	...	...	...	78·50	...	...	...	...	...	Government land provided free.
12	(a)	Bengal and North-Western.	B. & N.W.	Bengal and North-Western Ry. Co.	2-4-84	3′ 3⅜″	...	...	...	1,016·73	...	...	...	...	...	Government land provided free.
13	(a)	Bengal Dooars .	B. D.	Bengal Dooars Ry. Co.	15-1-93	3′ 3⅜″	...	...	...	36·40	...	...	...	...	...	Subsidized by District Board.
13	(b)	Bengal Dooars Extensions.	B. D. E.		20-4-00	3′ 3⅜″	...	...	...	116·56	...	...	...	...	...	Government land provided free.
1	(a)	Bengal-Nagpur .	B. N.	Bengal-Nagpur Ry. Co.	1880	5′ 6″	...	1,773·57	...	...	...	...	...	...	...	
7	(b)	Bezwada Extension	B. E.	Nizam's Guaranteed State Rys. Co.	10-2-89	5′ 6″	...	20·58	...	...	...	...	...	...	...	
6	(d)	Bezwada-Masulipatam.	B. M.	Madras and Southern Mahratta Ry. Co.	4-2-08	3′ 3⅜″	...	...	...	40·47	...	...	...	...	...	District Board's line.
14	(a)	Bhavnagar-Gondal-Junagad-Porbandar	B. G. J. P.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	20-12-80	3′ 3⅜″	...	...	...	...	...	337·89	...	...	...	Includes 8·93 miles of dock estate and quarry lines.
5	(d)	Bhopal-Itarsi (British section).	B. I.	Great Indian Peninsula Ry. Co.	1-6-82	5′ 6″	...	13·11	...	...	...	...	...	...	...	
		Bhopal-Itarsi (Native State section).			18-11-84	5′ 6″	...	...	...	...	...	...	44·28	...	...	
5	(e)	Bhopal-Ujjain .	B. U.		11-11-95	5′ 6″	...	...	...	...	...	...	113·27	...	...	
18	(b)	Bikaner. . .	J. B. B.	Jodhpur-Bikaner Ry.	9-12-91	3′ 3⅜″	...	...	...	...	...	245·35	...	...	...	
5	(f)	Bina-Goona-Baran.	B. G. B.	Great Indian Peninsula Ry. Co.	23-9-95	5′ 6″	...	...	...	...	...	...	145·63	...	...	
6	(e)	Birur-Shimoga. .	B. S. G.	Madras and Southern Mahratta Ry. Co.	1-12-99	3′ 3⅜″	...	...	...	...	...	...	37·92	...	...	
2	(a)	Bombay, Baroda and Central India.	B. B. & C.I.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5′ 6″	...	465·12	...	...	...	...	...	...	...	
					14-12-02	3′ 3⅜″	...	39·23	...	...	...	...	...	...	...	
24	(a)	Bukhtiarpore-Behar Light.	B. B.	Bukhtiarpore-Behar Light Ry. Co.	1-7-03	2′ 6″	...	...	...	18·50	...	...	...	...	...	Subsidized by District Board.
15	(a)	Burma . . .	B.	Burma Rys. Co.	2-5-77	3′ 3⅜″	...	1,340·15	...	...	...	...	...	...	...	
15	(b)	Burma Extensions .	B. R. E.		15-4-07	3′ 3⅜″	...	186·93	...	...	...	...	...	...	...	
		C														
9	(c)	Cawnpore-Burhwal (metre gauge link).	C. B. M.	Oudh and Rohilkhand State Ry.	24-11-96	3′ 3⅜″	79·60	...	...	...	...	...	...	...	...	Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Bara Banki and 0·59 mile on the Cawnpore bridge of the Oudh and Rohilkhand State railway.
3	(d)	Cooch-Behar .	C. B.	Eastern Bengal State Ry.	15-9-03	2′ 6″	...	...	...	...	...	...	...	33·60	...	
25	(a)	Cutch . . .	C.	Cutch Ry.	18-5-05	2′ 6″	...	...	...	...	...	36·78	...	...	...	
		D														
8	(k)	Dandot Light .	D. L.	North Western State Ry.	5-7-89	2′ 0″	6·18	...	...	...	...	...	...	...	...	
32	(a)	Darjeeling-Himalayan.	D. H.	Darjeeling-Himalayan Ry. Co.	23-8-80	2′ 0″	...	...	...	51·00	...	...	...	...	...	Subsidized by the Local Government.
4	(b)	Delhi-Umballa-Kalka.	D. U. K.	East Indian Ry. Co.	1-3-91	5′ 6″	...	...	...	162·36	...	...	...	...	...	Subsidized by the Government of India.
16	(a)	Deoghur . .	D.	Deoghur Ry. Co. .	23-12-82	3′ 3⅜″	...	...	...	4·79	...	...	...	...	...	Government land provided free.
				Carried over .			85·78	4,753·21	...	1,676·06	...	620·02	341·10	33·60	...	

APPENDIX 1—*contd.*

List of open lines of railway at the close of the calendar year 1908 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1908, under several heads of classification. State lines worked by agency of: State railway.	State lines worked by agency of: Company.	Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of: Native State itself.	Lines owned by Native States and worked by agency of: Company.	Lines owned by Native States and worked by agency of: State railway.	Lines in foreign territory.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		D—*concld.*			Brought	forward	85·78	4,753·21	...	1,676·08	...	620·02	341·10	33·60	...	
27	(a)	Dholpur-Bari ...	D. B.	Dholpur-Bari Ry.	24-2-08	2′ 6″	...	...	...	...	...	19·62	...	...	...	
14	(b)	Dhrangadra . .	D.H.R.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	1-6-98	3′ 3⅜″	...	...	...	...	...	20·83	...	...	...	
17	(a)	Dibru-Sadiya .	D. S.	Assam Railways and Trading Co.	Aug. 82	3′ 3⅜″	...	...	...	77·50	...	...	...	...	...	Subsidized by Local Government.
		E														
		Eastern Bengal State—														
		Behar, Kaunia-Dhubri and Northern sections.			28-8-77	3′ 3⅜″	626·05	...	...	...	...	...	...	...	...	
3	(b)	British section, Santrabari extension and Banaghat-Krishnagar and Teesta-Kurigram branches.	E.B. S. M.	Eastern Bengal State Ry.	18-7-81	2′ 6″	55·03	...	...	...	...	...	...	...	...	
		Dacca section .			4-1-85	3′ 3⅜″	85·92	...	...	...	...	...	...	...	...	
3	(a)	Central, Eastern and Southern sections.	E.B.S.		2-1-62	5′ 6″	507·47	...	...	...	...	...	...	...	...	
4	(a)	East Indian . .	E. I.	East Indian Ry. Co.	15-8-54	5′ 6″	...	2,213·18	...	...	...	...	...	...	...	
		G														
2	(c)	Gaekwar's Dabhoi	G. D.	Bombay, Baroda and Central India Ry. Co.	8-4-73	2′ 6″	...	...	...	...	...	...	94·48	...	...	
2	(j)	Gaekwar's Mehsana	G. M.		21-3-87	3′ 3⅜″	...	...	...	...	...	...	130·21	...	...	
2	(b)	Godhra-Rutlam-Nagda.	G. R. N.		16-1-93	5′ 6″	...	141·14	...	...	...	...	...	...	...	
1	(b)	Gondia-Chanda .	G. C.	Bengal-Nagpur Ry. Co.	10-11-08	2′ 6″	...	147·57	...	...	...	...	...	...	...	
5	(a)	Great Indian Peninsula.	G. I. P.	Great Indian Peninsula Ry. Co.	18-4-53	5′ 6″	...	1,599·41	...	...	...	...	...	...	...	
5	(h)	Gwalior Light .	G. L.	Great Indian Peninsula Ry. Co.	2-12-99	2′ 0″	...	...	...	...	...	...	203·08	...	...	
		H														
9	(b)	Hardwar-Dehra .	H. D.	Oudh and Rohilkhand State Ry.	1-3-00	5′ 6″	...	...	32·04	...	...	...	...	...	...	Guaranteed under mode contract.
6	(f)	Hindupur (Yesvantpur-Mysore Frontier).	H.	Madras and Southern Mahratta Ry. Co.	15-12-92	3′ 3⅜″	...	...	...	...	...	...	51 35	...	...	
33	(a)	Howrah-Amta Light.	H. A.	Howrah-Amta Light Ry. Co.	1-7-97	2′ 0″	...	...	...	43·87	...	...	...	...	...	Subsidized by District Board.
34	(a)	Howrah-Sheakhala Light.	H. S.	Howrah-Sheakhala Light Ry. Co.	2-8-97	2′ 0″	...	...	...	19·75	...	...	...	...	...	
71	(c)	Hyderabad-Godavari Valley.	H. G. V.	Nizam's Guaranteed State Rys. Co.	21-10-99	3′ 3⅜″	...	...	...	...	...	...	391·13	...	...	Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway trains also work.
		I														
5	(g)	Indian Midland .	I. M.	Great Indian Peninsula Ry. Co.	10-1-78	5′ 6″	...	812·96	...	...	...	...	...	...	...	
					Carried over		1,360·25	9,667·47	32·04	1,817·18	...	660·47	1,211·35	33·60	...	

APPENDIX 1—*contd.*

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Number. Main head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1908, under several heads of classification.								Remarks.
							State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	
							State railway.	Company.				Native State itself.	Company.	State railway.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
						Brought forward	1,360·25	9,667·47	32·04	1,817·18	...	660·47	1,211·35	33·60	...	
		J														
2	(k)	Jaipur . .	J. S. M	Bombay, Baroda and Central India Ry. Co.	10-11-05	3′ 3⅜″	...	...	...	...	...	...	72·84	...	...	
8	(c)	Jammu and Kashmir (Native State section).	J. K.	North Western State Ry.	15-3-90	5′ 6″	...	...	...	...	...	...	...	15·98	...	The British section of this railway forms an integral portion of the North Western State railway.
14	(c)	Jamnagar . .	J. N.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	8-4-97	3′ 3⅜″	...	...	...	...	...	54·22	...	...	...	Includes 3·93 miles of dock estate lines.
14	(d)	Jetalsar-Rajkot .	J. R.		12-4-93	3′ 3⅜″	...	...	...	...	...	46·21	...	...	...	
18	(a)	Jodhpur . .	J. B.	Jodhpur-Bikaner Ry.	24-6-82	3′ 3⅜″	...	...	...	...	...	463·89	...	...	...	
18	(c)	Jodhpur-Hyderabad (British section).	J. H.		18-8-92	3′ 3⅜″	...	123·98	...	...	...	...	...	...	...	Worked by the Jodhpur-Bikaner railway. The Native State section of this railway forms an integral portion of the Jodhpur railway.
35	(a)	Jorhat . . .	J.	Jorhat Ry. . .	15-12-84	2′ 0″	31·75	...	...	...	...	...	...	...	...	
1	(c)	Jubbulpore-Gondia Extension.	J. G. E.	Bengal-Nagpur Ry. Co.	18-4-03	2′ 6″	...	250·10	...	...	...	...	...	...	...	
		K														
8	(h)	Kalka-Simla .	K. S.	North Western State Ry.	9-11-03	2′ 6″	59·44	...	...	...	...	...	...	...	...	
10	(c)	Karaikkal-Peralam	K. P.	South Indian Ry. Co.	14-3-98	3′ 3⅜″	...	...	...	...	...	...	...	...	14·65	
8	(i)	Kohat-Thal . .	K. T.	North Western State Ry.	1-4-03	2′ 6″	61·75	...	...	...	...	...	...	...	...	
6	(b)	Kolar Gold fields .	K. G.	Madras and Southern Mahratta Ry. Co.	1-6-94	5′ 6″	...	...	...	...	...	...	9·88	...	...	
6	(g)	Kolhapur . .	K. L.	Madras and Southern Mahratta Ry. Co.	21-4-91	3′ 3⅜″	...	...	...	...	...	...	29·27	...	...	
		L														
17	(b)	Ledo and Tikak-Margherita Colliery.	L. T.	Assam Railways and Trading Co.	17-2-84	3′ 3⅜″	...	...	...	...	8·50	...	...	...	...	
20	(b)	Lucknow-Bareilly .	L. B.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3⅜″	...	237·04	...	...	...	...	...	...	...	
8	(d)	Ludhiana-Dhuri-Jakhal.	L.D. J.	North Western State Ry.	10-4-01	5′ 6″	...	...	...	...	...	...	...	78·65	...	
		M														
6	(a)	Madras and Southern Mahratta.	M. & S. M.	Madras and Southern Mahratta Ry. Co.	1-7-56	5′ 6″	...	1,031·73	...	...	...	...	...	...	...	
6	(c)	Madras and Southern Mahratta.	M. & S. M. M.		24-3-84	3′ 3⅜″	...	1,511·12	...	...	...	...	...	...	...	Includes 1·89 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna Block hut and 1·08 miles of 3′ 3⅜″ gauge line between Kistna Block hut and Tadepalli.
5	(i)	Matheran . .	M.T.H.	Great Indian Peninsula Ry. Co.	22-3-07	2′ 0″	...	...	...	12·61	...	...	...	...	...	Government land provided free.
10	(j)	Morappur-Dharmapuri.	M. D.	South Indian Ry. Co.	18-1-06	2′ 6″	...	18·53	...	...	...	...	...	...	...	
19	(a)	Morvi . .	M.R.W.	Morvi Ry. .	11-3-86	3′ 3⅜″	...	...	...	...	...	73·94	...	...	...	
1	(d)	Mourbhanj . .	M.B.	Bengal-Nagpur Ry. Co.	24-3-87	2′ 6″	...	...	...	...	...	16·89	...	...	...	
					20-1-05	2′ 6″	...	...	...	...	...	...	32·41	...	...	
3	(c)	Mymensingh-Jamalpur-Jagannathganj.	M.J.J.	Eastern Bengal State Ry.	15-10-98	3′ 3⅜″	...	...	...	53·91	...	...	...	...	...	Rebate line.
6	(h)	Mysore-Nanjangud	M.N.	Madras and Southern Mahratta Ry. Co.	1-12-01	3′ 3⅜″	...	...	...	...	...	...	15·80	...	...	
6	(i)	Mysore Section (Madras and Southern Mahratta).	M.S.		1-2-81	3′ 3⅜″	...	296·22	...	...	...	...	...	...	...	
		N														
2	(c)	Nagda-Muttra .	N. M.	Bombay, Baroda and Central India Ry. Co.	15-7-07	5′ 6″	...	136·63	...	...	...	...	...	...	...	
2	(d)	Nagda-Ujjain .	N. U.		15-7-96	5′ 6″	...	...	...	...	...	...	34·32	...	...	
10	(d)	Nilgiri . .	N.	South Indian Ry. Co.	15-6-99	3′ 3⅜″	...	28·96	...	...	...	...	...	...	...	
7	(a)	Nizam's Guaranteed State.	N. G. S.	Nizam's Guaranteed State Rys. Co.	9-10-74	5′ 6″	...	...	...	...	...	...	330·13	...	...	Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which the Hyderabad-Godavari Valley railway trains also work.
8	(a)	North Western State.	N. W.	North Western State Ry.	13-5-61	5′ 6″	3,456·66	...	...	...	...	...	...	...	...	Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura, over which the Rajputana-Malwa railway trains also work.
8	(j)	Nowshera-Durgai.	N. D.		1-1-01	2′ 6″	40·25	...	...	...	...	...	...	...	...	
		O														
9	(a)	Oudh and Rohilkhand State.	O. & R.	Oudh and Rohilkhand State Ry.	23-4-07	5′ 6″	1,221·42	...	...	...	...	...	...	...	...	Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Bara Banki and 0·59 mile on the Cawnpore bridge.
					1-4-99	3′ 3⅜″	1·81	...	...	...	...	...	...	...	...	Length between the Oudh and Rohilkhand State railway cantonment and the Bengal and North-Western railway city station at Benares.
					Carried over .		6,233·33	13,301·78	32·04	1,883·70	8·50	1,317·62	1,736·00	128·23	14·65	

APPENDIX 1—*concld.*

List of open lines of railway at the close of the calendar year 1908 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1908, under several heads of classification. State lines worked by agency of: State railway.	State lines worked by agency of: Company.	Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of: Native State itself.	Lines owned by Native States and worked by agency of: Company.	Lines owned by Native States and worked by agency of: State railway.	Lines in foreign territory.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
					Brought	forward	6,233·33	13,301·78	32·04	1,883·70	8·50	1,317·62	1,736·00	128·23	14·65	
		P														
2	(*l*)	Palanpur-Deesa .	P. D.	Bombay, Baroda and Central India Ry. Co.	8-11-93	3′ 3⅜″	...	17·28	...	...	...	...	...	...	...	This line is the joint property of Government and the Palanpur Durbar.
1	(*e*)	Parlakimedi Light	P.L.L	Bengal-Nagpur Ry. Co.	1-4-00	2′ 6″	...	...	...	...	...	...	24·62	...	...	
2	(*e*)	Petlad-Cambay (Anand-Tarapur section).	P.C.A.	Bombay, Baroda and Central India Ry. Co.	5-5-90	5′ 6″	...	...	...	...	...	...	21·50	...	...	
2	(*f*)	Petlad-Cambay (Tarapur-Cambay section).	P.C.T.		20-6-01	5′ 6″	...	...	...	...	...	...	12·30	...	...	
10	(*c*)	Pondicherry . .	P.	South Indian Ry. Co.	15-12-79	3′ 3½″	...	...	...	...	...	...	...	...	7·85	
20	(*c*)	Powayan Light .	P.W.L.	Rohilkund and Kumaon Ry. Co.	17-6-90	2′ 6″	...	...	...	39·50	...	...	...	...	...	Government land provided free.
1	(*f*)	Purulia-Ranchi .	P. R.	Bengal-Nagpur Ry. Co.	15-11-07	2′ 6″	...	72·68	...	...	...	...	...	...	...	
		R														
1	(*g*)	Raipur-Dhamtari .	R. D.		10-9-00	2′ 6″	...	56·94	...	...	...	...	...	...	...	
2	(*g*)	Rajpipla . .	R.	Bombay, Baroda and Central India Ry. Co.	1-7-97	2′ 6″	...	...	...	...	...	...	37·37	...	...	
8	(*c*)	Rajpura-Bhatinda	R. B.	North Western State Ry.	1-11-84	5′ 6″	...	...	...	...	...	...	...	107·05	...	
2	(*x*)	Rajputana-Malwa .	R. M.	Bombay, Baroda & Central India Ry. Co.	1-1-76	5′ 6″	...	5·17	...	...	...	...	...	...	...	Mileage at Ujjain, 2·10 miles, and between Idgah (Agra) and Jumna Bridge (Agra) 3·07 miles.
					14-2-73	3′ 3½″	...	1,772·23	...	...	...	...	...	...	...	Includes 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura over which the North Western State railway trains also work.
20	(*a*)	Rohilkund and Kumaon.	R. & K.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3½″	...	...	...	203·35	...	...	...	...	...	Subsidized by the Government of India.
		S														
6	(*j*)	Sangli . . .	S.	Madras and Southern Mahratta Ry. Co.	1-4-07	3′ 3½″	...	...	...	...	...	...	4·90	...	...	
29	(*a*)	Shahdara (Delhi)-Saharanpur Light.	S. S.	Shahdara (Delhi)-Saharanpur Light Ry. Co.	7-5-07	2′ 6″	...	...	...	92·63	...	...	...	...	...	Government land provided free.
10	(*f*)	Shoranur-Cochin .	S. C.	South Indian Ry. Co.	2-6-02	3′ 3½″	...	...	...	...	...	...	64·75	...	...	
4	(*g*)	South Behar . .	S. B.	East Indian Ry. Co.	5-7-99	5′ 6″	...	...	...	79·19	...	...	...	...	...	Leased line.
10	(*i*)	South Indian .	S. I.	South Indian Ry. Co.	23-5-00	5′ 6″	...	445·94	...	...	...	...		...	...	
10	(*i*)	South Indian .	S. I. M.		15-7-61	3′ 3½″	...	876·80	...	...	...	...	...	...	...	
8	(*f*)	Southern Punjab .	S. P.	North Western State Ry.	10-11-07	5′ 6″	...	...	...	423·75	...	...	...	...	...	Rebate lines.
8	(*g*)	Southern Punjab "Ludhiana" Extension.	S. P. E.		10-6-05	5′ 6″	...	...	...	152·04	...	...	...	...	...	
		T														
10	(*g*)	Tanjore District Board.	T. D. B.	South Indian Ry. Co.	2-4-94	3′ 3½″	...	...	...	103·36	...	...	...	...	...	
2	(*g*)	Tapti Valley .	T. V.	Bombay, Baroda and Central India Ry. Co.	1-12-98	5′ 6″	...	...	...	155·48	...	...	...	...	...	Rebate lines.
30	(*a*)	Tarakeshwar-Magra Light.	B. P.	Bengal Provincial Ry. Co.	7-11-94	2′ 6″	...	...	...	...	33·27	...	...	...	...	
4	(*d*)	Tarkessur .	T.	East Indian Ry. Co.	1-1-85	5′ 6″	...	...	...	22·21	...	...	...	...	...	Government land provided free.
31	(*a*)	Tezpore-Balipara Light.	T. B.	Tezpore-Balipara Light Ry. Co.	9-8-94	2′ 6″	...	...	...	20·10	...	...	...	...	...	Subsidized by District Board.
10	(*h*)	Tinnevelly-Quilon (Travancore) (British section).	T. Q. B.	South Indian Ry. Co.	1-6-02	3′ 3½″	...	50·48	...	...	...	...	...	...	...	
10	(*i*)	Tinnevelly-Quilon (Travancore) (Native State section)	T. Q. N.		1-8-03	3′ 3½″	...	...	...	...	...	...	57·98	...	...	
12	(*b*)	Tirhoot State .	T. S.	Bengal and North-Western Ry. Co.	1-11-75	3′ 3½″	...	774·69	...	...	...	...	...	...	...	
10	(*k*)	Tirupattur-Krishnagiri.	T. K.	South Indian Ry. Co.	18-9-05	2′ 6″	...	25·38	...	...	...	...	...	...	...	
		U														
21	(*a*)	Udaipur-Chitor .	U. C.	Udaipur-Chitor Ry.	1-8-95	3′ 3½″	...	...	...	...	...	67·30	...	...	...	
		V														
2	(*n*)	Vijapur-Kalol-Kadi	V.K.K.	Bombay, Baroda and Central India Ry. Co.	10-6-02	3′ 3½″	...	...	...	...	...	...	41·37	...	...	
		W														
6	(*k*)	West of India Portuguese.	W. I. P.	Madras and Southern Mahratta Ry. Co.	17-1-87	3′ 3½″	...	...	...	...	...	...	...	...	51·10	
		Total mileage of railways open in India and Burma on the 31st December 1908.				5′ 6″	5,185·55	8,797·78	32·04	1,022·52	...	...	711·31	201·68	...	
						3′ 3½″	793·38	8,030·39	...	1,750·27	8·50	1,309·63	897·52	...	73·60	
						2′ 6″	216·47	571·20	...	275·29	33·27	75·29	188·88	33·60	...	
						2′ 0″	37·93	...	...	127·23	...	...	203·08	...	...	
						Total...	6,233·33	17,399·37	32·04	3,175·31	41·77	1,384·92	2,000·79	235·28	73·60	

APPENDIX 2.

Mileage added to the railway system of India during the calendar year 1908 and the following three months.

Number. Main head.	Number. Sub-head.	Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1908.	Date of opening for traffic.	Additions, in miles, made to open mileage during 1908. Length. 5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	Total mileage added to railway administration. 5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	1 3	(14)
1	(a)	Bengal-Nagpur.	Bengal-Nagpur	Ramtek to Mansal ...	1st April ...	1·61	...	...	...				
				Mansal to Kandri ...	18th June ...	0·57	...	...	...				
				Vizianagram to Bobbili ..	24th December	33·30	...	...	...				
	(b)		Gondia-Chanda.	Gondia to Itwari ...	10th November	...	...	147·57	...	35·48	...	147·57	...
2	(c)	Bombay, Baroda and Central India.	Nagda-Muttra	Morak to Kotah City ...	26th February	35·12	...	...	...				
	(j)		Gaekwar's Mehsana.	Chanasma to Bechraji ...	23rd October ...	...	16·63	...	...				
				Manund Road to Harij ...	23rd October ...	...	20·95	...	...	35·12	37·58	...	...
4	(a)	East Indian ...	East Indian...	Portion of Toposi-Baraboni loop.	15th June ...	3·99	...	...	...				
				Chandore branch ...	1st January ...	1·56	...	...	...	5·55	...	...	...
5	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Warora to Balharshah ...	1st February...	37·75	...	...	...				
	(c)		Baran-Kotah	Baran to Antah ...	1st July ...	13·58	...	...	...				
	(h)		Gwalior Light	Sabalgarh to Birpur ...	1st November	...	...	...	19·55	51·33	...	...	19·55
6	(d)	Madras and Southern Mahratta.	Bezwada-Masulipatam.	Bezwada to Masulipatam ...	4th February ...	...	49·47	...	...	...	49·47	...	...
8	(a)	North Western State.	North Western State.	Khushalgarh Bridge and approaches.	5th January ...	3·66	...	...	...	3·66	...	...	...
10	(b)	South Indian	South Indian	Rameswaram to Dhanushkodi.	10th December	...	11·30	...	...				
	(d)		Nilgiri ...	Coonoor to Fernhill ..	15th September	...	10·86	...	...				
				Fernhill to Ootacamund ...	15th October ...	...	1·11	...	...	...	23·27	...	...
12	(b)	Bengal and North-Western.	Tirhoot State ...	Saharsa to Budham Ghat ...	15th March ...	...	18·32	...	...	...	18·32	...	...
15	(b)	Burma ...	Burma Extensions.	Danbi to Kyangin ...	14th December	...	52·16	...	...	...	52·16	...	...
20	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon	Lalkua to Kashipur ...	11th January ...	...	36·23	...	...				
				Moradabad to Got ...	10th May ...	...	4·19	...	...				
				Got to Ramnagar ...	11th January ...	...	45·06	...	...	...	85·48	...	...
25	(a)	Cutch ...	Cutch ...	Anjar to Bhuj ...	1st November...	...	...	25·11	...	...	...	25·11	...
27	(a)	Dholpur-Bari ...	Dholpur-Bari	Dholpur to Bari ...	24th February	...	...	19·62	...	...	...	19·62	...
33	(a)	Howrah-Amta Light.	Howra-Amta Light.	Autpur to Champadanga ...	24th August ...	...	...	...	6·68	...	...	...	6·68
					Total mileage added during 1908 ...					131·14	266·28	192·30	26·23

APPENDIX 2—*concld.*

Mileage added to the railway system of India during the calendar year 1908 and the following three months.

Number.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1909.	Date of opening for traffic.	Additions, in miles, made to open mileage during the first quarter of 1909.							
						Length.				Total mileage added to railway administration.			
Main head.	Sub-head.					5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	5′ 6″	5′ 3⅜″	2′ 6″	2′ 0″
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
MILEAGE ADDED FROM 1st JANUARY TO THE 31st MARCH 1909.													
1	(a)	Bengal-Nagpur.	Bengal-Nagpur	Bobbili to Parvatipuram ...	8th March ...	15·20	...	...	...				
	(c)		Jubbulpore-Gondia Extn.	Nainpur to Garha Mandla	15th February	...	...	26·40	...	15·20	...	26·40	...
3	(b)	Eastern Bengal State.	Eastern Bengal State.	Forbesganj to Jogbani (Nepal Frontier).	15th February	...	7·40	...	...				
				Katihar to Godagari ...	1st January ...	...	105·00	...	...	...	112·40	...	...
6	(c)	Madras and Southern Mahratta.	Madras and Southern Mahratta.	Dronachellam to Kurnool	1st January ...	...	31·75	...	...				
	(d)		Bezwada-Masulipatam.	Masulipatam to Masulipatam Port.	1st January ...	...	2·50	...	...	...	34·25	...	...
12	(a)	Bengal and North-Western.	Bengal and North-Western.	Benares Cantonment to Madho Singh.	1st March ...	...	29·50	...	...				
				Madho Singh to Mirzapur Ghat.	1st March ...	...	6·00	...	...	...	35·50	...	...
22	(a)	Baraset-Basirhat Light.	Baraset-Basirhat Light.	Basirhat to Chingrighata (Hosanabad).	2nd March ...	...	...	8·55	...	...	...	8·55	...
				Total mileage added from 1st January to the 31st March 1909 ...						15·20	182·15	34·95	...
				GRAND TOTAL MILEAGE OPEN ON THE 31ST MARCH 1909 ...						15,966·02	13,045·44	1,428·95	368·24

APPENDIX 3.

Total railway mileage opened for traffic during, and at the end of, each year, and the total mileage opened during the Viceroyalty of each Governor General.

Calendar year.	Net mileage added during the year.	Total mileage open for traffic at close of the year.	Total mileage opened during Viceroyalty.	Viceroys.
1853	20	20	169	Marquis of Dalhousie.
1854	51	71		
1855	98	169		
1856	103	272	1,418	Earl Canning.
1857	15	287		
1858	140	427		
1859	198	625		
1860	213	838		
1861	749	1,587		
1862	746	2,333	920	Earl of Elgin.
1863	174	2,507		
1864	451	2,958	1,501	Lord Lawrence.
1865	405	3,363		
1866	200	3,563		
1867	366	3,929		
1868	79	4,008		
1869	247	4,255	1,066	Earl of Mayo.
1870	516	4,771		
1871	303	5,074		
1872	295	5,369	1,467	Lord Northbrook.
1873	328	5,697		
1874	529	6,226		
1875	315	6,541		
1876	319	6,860	2,621	Lord Lytton.
1877	460	7,320		
1878	899	8,219		
1879	275	8,494		
1880	668	9,162		
1881	728	9,890	2,469	Marquis of Ripon.
1882	259	10,149		
1883	309	10,458		
1884	1,173	11,631		
1885	652	12,283	2,945	Earl of Dufferin and Ava.
1886	609	12,892		
1887	1,211	14,103		
1888	473	14,576		
1889	1,311	15,887	3,928	Marquis of Lansdowne.
1890	514	16,401		
1891	907	17,308		
1892	507	17,815		
1893	689	18,504		
1894	396	18,900	3,536	Earl of Elgin.
1895	647	19,547		
1896	707	20,254		
1897	861	21,115		
1898	925	22,040		
1899	1,483	23,523	6,255	Lord Curzon.
1900	1,229	24,752		
1901	611	25,363		
1902	568	25,931		
1903	1,025	26,956		
1904	609	27,565		
1905	730	28,295		
1906	802	29,097	2,281	Earl of Minto.
1907	*860	*29,957		
1908	619	30,576		

* Revised figures.

APPENDIX 4.

Mileage under construction or sanctioned at the close of the calendar year 1908, with additions to the 31st March 1909.

Number. Main head.	Number. Sub-head.	Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed. 5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	(a)	Bengal-Nagpur.	Bengal-Nagpur	State line worked by company.	Bhojudih to Parthadihi.	1st November 1901.	2·28	...	...	...	Work stopped.
					Branch line near Khanoodih.	...	1·97	...	...	...	Constructed but not worked.
					Bobbili to Raipur...	26th January 1906.	275·75	...	...	...	Bobbili-Parvatipuram section since opened.
					Kalimati to Gurumaishini.	19th October 1906.	44·50	...	...	...	Work commenced.
	(b)		Gondia-Chanda Extension.	State line worked by company.	Itwari to Nagpur...	26th August 1904.	...	...	3·33	...	Work commenced.
					Nagbhir to Chanda	26th August 1904.	...	...	66·50	...	Work on the last 36 miles is in abeyance for want of funds.
	(c)		Jubbulpore-Gondia Extension.	State line worked by company.	Khirsadoh to Sirgora.	24th June 1904.	...	...	8·43	...	In abeyance.
					Nainpur to Mandla	23rd January 1901.	...	...	26·40	...	Since opened.
						Total ...	324·50	...	104·66	...	
2	(c)	Bombay, Baroda and Central India.	Nagda-Muttra	State line worked by company.	Crossing of the Chambal river to Muttra.	1st August 1905.	199·07	...	...	...	Work commenced.
					Kotah City to the crossing of the Chambal river.	29th November 1904.	4·77	...	...	...	Work commenced.
	(j)		Gaekwar's Mehsana.	Native State line worked by company.	Kheralu to Dabhora	16th June 1906	...	7·73	...	...	Work commenced.
	(q)		Kosamba-Zankavav.	Native State line worked by company.	Kosamba to Zankavav.	18th October 1907.	...	...	26·44	...	Work commenced.
						Total ...	203·84	7·73	26·44	...	
3	(a)	Eastern Bengal State.	Eastern Bengal State.	State line worked by the State.	Lower Ganges Bridge at Sara.	10th December 1908	7·38	...	...	...	Work commenced.
					Forbesganj to Jogbani (Nepal Frontier).	27th June 1905.	...	7·40	...	...	Since opened.
	(b)		Eastern Bengal State.	State line worked by the State.	Katihar to Godagari.	5th February 1904.	...	105·00	...	...	Since opened.
					Kokrajhar to the Brahmaputra river opposite Gauhati.	31st October 1902.	...	112·93	...	...	Work commenced.
						Total ...	7·38	225·33	...	...	
4	(a)	East Indian	East Indian ...	State line worked by company.	Barharwa to Katwa	5th March 1906.	99·14	...	...	...	Work commenced.
					Bhagalpur to Bansi	28th February 1905.	31·04	...	...	...	Work suspended.
					Borachuk to Sodepore.	14th July 1905.	4·50	...	...	...	Not commenced.
					Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghal Sarai.	30th November 1905.	1·19	...	...	...	Work commenced.
	(a)		East Indian ...	State line worked by company.	Ghat line to Dhulian.	5th March 1906.	1·06	...	...	...	Work commenced.
					Ghat line to Sajinipara.	5th March 1906.	2·50	...	...	...	Work commenced.
					Hooghly to Katwa	23rd June 1905.	65·20	...	...	...	Work suspended.
					Parthadihi to Pradhankhanta.	11th September 1908.	9·00	...	...	...	Work commenced.
					Portion of the Toposi-Baraboni branch.	13th September 1906.	5·32	...	...	...	Not commenced.
	(b)		Delhi-Umballa-Kalka.	Assisted company subsidized by the Government of India.	Thanesar to Kaithal	15th December 1908.	30·00	...	...	...	Work commenced.
						Total ...	248·95	...	...	...	
					Carried over ...	...	784·67	233·06	131·10	...	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1908, with additions to the 31st March 1909.

Number. Main head.	Number. Sub-head.	Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed. 5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward ...	...	784·67	233·06	131·10	...	
					Amla to Purassia and Colliery branches.	8th June 1908	73·67	...	...	...	Work commenced.
	(*a*)		Great Indian Peninsula.	State line worked by company.	Kurla to Mazagaon	17th February 1905.	6·81	...	...	...	Work commenced.
					Itarsi to Nagpur ...	8th June 1908	178·45	...	...	...	Work commenced.
5		Great Indian Peninsula.			Mahim link ...	17th February 1905.	1·32	...	...	...	Work commenced.
	(*c*)		Baran-Kotah...	State line worked by company.	Antah to Kotah ...	26th January 1906.	27·49	...	...	...	Work commenced.
	(*h*)		Gwalior Light	Native State line worked by company.	Birpur to Sheopur	9th February 1904.	...	...	...	46·87	Work commenced.
						Total ...	287·74	...	...	46·87	
					Dronachellam to Kurnool.	3rd September 1906.	...	31·75	...	...	Since opened.
	(*c*)		Madras and Southern Mahratta.	State line worked by company.	From a point about a mile below Ramanamalai to Kunevehalli.	27th May 1908	...	9 00	...	...	Not commenced.
6		Madras and Southern Mahratta.									
	(*d*)		Bezwada-Masulipatam.	District Board's line.	Masulipatam to Masulipatam Port.	28th May 1908.	...	2·50	...	...	Since opened.
						Total ...	...	43·25	...	...	
					Kacha Garhi to mile 22·92.	11th July 1905	22·92	...	...	...	Work commenced.
	(*a*)		North Western State.	State line worked by the State.	Lodhran to Khanewal.	17th March 1906.	56·59	...	...	...	Work commenced.
					Shorkot Road to Chichoki.	24th July 1906.	135·80	...	...	...	Work commenced.
	(*h*)		Kalka-Simla ...	State line worked by the State.	Present terminus to the Old Bullock Train Office.	25th March 1908.	...	...	0·45	...	Work commenced.
8	(*l*)	North Western State.	Sutlej Valley...	Branch line company assisted under rebate terms	Kasur to Lodhran	16th September 1908.	209·46	...	...	...	Work commenced.
	(*m*)		Jullundur-Kapurthala-Sultanpur (British section).	State line worked by the State.	Jullundur to the British Frontier.	7th August 1903.	...	..	6·80	...	Commencement of work not yet authorised and question of gauge not finally settled.
	(*n*)		Jullundur-Kapurthala-Sultanpur (Native State section).	Native State line worked by State Agency.	Sultanpur to the British Frontier.	7th August 1903.	...	...	22·02	...	
						Total ...	424·77	...	29·27	...	
					Balamau to Sitapur	23rd October 1906.	37·12	...	...	...	Work commenced.
9	(*a*)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	State line worked by the State.	Madhoganj to Sandi	23rd October 1908.	17·05	...	...	...	Work commenced.
					Rosa to Sitapur	23rd October 1906.	51·36	...	...	...	Work commenced.
						Total ...	105·53	...	...	...	
					Mandapam to Toni Torai.	16th September 1904.	...	1·86	...	...	Constructed but not worked.
					Toni Torai to Pamban.	16th September 1904.	...	1·33	...	...	Not commenced.
	(*b*)		South Indian	State line worked by company.	Tangachimadam to Port Ampthill.	16th September 1904.	...	1·69	...	...	Not commenced.
10		South Indian			Tirupachetti to Sivagunga.	21st April 1899.	...	9·00	...	...	Not commenced.
	(*l*)		Salem-Attur	State line worked by company.	Salem to Attur ...	16th September 1903.	36·06	..	...	...	Commencement of work not authorised.
						Total ...	36·06	13·88	...	...	
					Carried over ...	...	1,638·77	290·19	160·37	46·87	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1908, with additions to the 31st March 1909.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,638·77	290·19	160·37	46·87	
11	(a)	Assam-Bengal	Assam-Bengal	State line worked by company.	Akhaura to Ashuganj.	22nd May 1905.	...	19·32	...	...	Work commenced.
					Kalaura to the Khooseara river.	3rd March 1906.	...	16·00	...	...	Not commenced.
						Total ...	...	35·32	...	...	
					Benares Cantonment to Jhusi.	4th December 1906.	...	70·07	...	...	Portion since opened.
					Gogra Bridge at Manjhi Ghat and approaches.	9th May 1908	...	4·41	...	...	Work commenced.
	(a)		Bengal and North-Western.	Assisted company receiving land only from Government.	Burhwal to Sitapur	26th October 1906.	...	59·79	...	...	Not commenced.
12		Bengal and North-Western.			Chupra to Mashrak	7th April 1908	...	26·32	...	...	Work commenced.
					Madho Singh to the Ganges river opposite Mirzapur.	13th September 1907.	...	8·85	...	...	Portion since opened.
	(b)		Tirhoot State	State line worked by company.	Bhagalpur Kachery to Bhagalpur.	17th January 1905.	...	1·07	...	...	Work commenced.
						Total .	...	170·51	...	...	
	(a)		Burma . .	State line worked by company.	Malagon to Dawbong.	8th September 1908.	...	3·79	...	...	Not commenced.
15		Burma ...			Thamaing to Malagon.	18th October 1905.	...	6·70	...	...	In abeyance.
	(b)		Burma Extensions.	State line worked by company.	Neikban to Begayet	1st June 1906.	...	66·25	...	...	Work suspended.
						Total ...	...	76·74	...	...	
17	(a)	Dibru-Sadiya	Dibru-Sadiya...	Assisted company, subsidized by Local Government.	Talap to Saikhoa Ghat.	11th May 1905.	...	8·52	...	...	Work commenced.
	(a)		Jodhpur	Native State line worked by Native State.	Degana to Seyangarh.	4th September 1907.	...	61·32	...	...	Work commenced.
18	(b)	Jodhpur-Bikaner.	Bikaner		Seyangarh to Hissar	4th September 1907.	...	135·68	...	...	Work commenced.
	(d)		Mirpur Khas-Jhudo.	Assisted company receiving land from Government.	Mirpur Khas to Jhudo.	28th December 1907.	...	50·00	...	...	Work commenced.
						Total ...	...	247·00	...	...	
					Sonaripur to Ramnagar Ghat.	12th May 1908.	...	20·79	...	...	Work commenced.
20	(a)	Rohilkund and Kumaon.	Lucknow-Bareilly.	State line worked by company.	Dudhwa to the Nepal Frontier.	12th May 1908.	...	14·00	...	...	Not commenced.
						Total .	...	34·79	...	...	
22	(a)	Baraset-Basirhat Light.	Baraset-Basirhat Light.	Assisted company, subsidized by District Board.	Basirhat to Chingrighata (Hosanabad).	13th September 1907.	...	...	8·55	...	Since opened.
23	(a)	Barsi Light ...	Barsi Light ...	Assisted company, receiving land only from Government.	Pandharpur to Pandharpur Town.	21st November 1908.	...	...	1·36	...	Not commenced.
24	(a)	Bukhtiarpore-Behar Light.	Bukhtiarpore-Behar Light.	Assisted company, subsidized by District Board.	Behar to Silao ...	15th June 1908.	...	...	10·00	...	Work commenced.
26	(a)	Dehri-Rhotas Light.	Dehri-Rhotas Light.	Unassisted company's line.	Dehri-on-Sone to Akbarpore.	10th November 1908.	...	...	25·00	...	Work commenced.
28	(a)	Dwara-Therria Light.	Dwara-Therria Light.	Assisted company receiving land only from Government.	Dwara to Maolong	15th May 1902	...	...	13·50	...	Work suspended.
					Maolong to Therria Ghat.	15th May 1902	...	...	6·00	...	Commencement of work not authorised.
						Total .	...	...	19·50	...	
					Carried over ...	...	1,638·77	863·07	224·78	46·87	

APPENDIX 4—*concld.*

Mileage under construction or sanctioned at the close of the calendar year 1908, with additions to the 31st March 1909.

Number. Main head.	Number. Sub-head.	Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed. 5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,638·77	863·07	224·78	46·87	
29	(a)	Shahdara (Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Assisted company receiving land only from Government.	Baraut to Meerut	4th January 1902.	...	...	30·00	...	Not commenced.
33	(a)	Howrah-Amta Light.	Howrah-Amta Light.	Assisted company, subsidized by District Board.	Autpur to Rajbulhat.	20th March 1902.	...	...	...	2·50	Not commenced.
			Total mileage sanctioned and still remaining to be constructed on the 31st December 1908.				1,638·77	863·07	254·78	50·37	
			MILEAGE SANCTIONED FROM 1ST JANUARY TO 31ST MARCH 1909.								
1	(a)	Bengal-Nagpur	Jubbulpore-Gondia Extension.	State line worked by company.	Khapa branch ...	10th February 1909.	...	...	4·25	...	Not commenced.
					Nagpur to Chhindwara.	10th February 1909.	...	...	94·43	...	Not commenced.
						Total ...	...	...	98·68	...	
2	(o)	Bombay, Baroda and Central India.	The Gaekwar's Dabhoi.	Native State line worked by company.	From a point near Motipura to Kaletia.	5th January 1909.	...	...	12·50	...	Not commenced.
					Ghantoli to Songir	5th January 1909.	...	...	2·25	...	Not commenced.
					Miyagam to Sinor	22nd January 1909.	...	...	20·02	...	Not commenced.
						Total ...	...	...	34·77	...	
8	(b)	North Western State.	Amritsar-Patti	Branch line company's railway assisted by Government under "rebate" terms.	Patti to Kasur ...	9th January 1909.	27·46	...	...	...	Not commenced.
9	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	State line worked by the State.	Dalmau to Munshiganj.	5th March 1909.	15·32	...	...	...	Not commenced.
					Phaphamau to Unao	5th March 1909.	114·58	...	...	...	Not commenced.
					Rae Bareli to Mustafabad.	5th March 1909.	23·41	...	...	...	Not commenced.
						Total ...	153·31	...	...	...	
10	(j)	South Indian...	Morappur-Dharmapuri.	State line worked by company.	Dharmapuri to Hosur.	2nd March 1909.	...	...	60·50	...	Not commenced.
12	(a)	Bengal and North-Western.	Bengal and North-Western.	Assisted company's line receiving land only from Government.	Allahabad to Jhusi	26th January 1909.	...	6·26	...	...	Work commenced.
	(b)		Tirhoot State	State line worked by company.	Pertabganj to Bhimnagar.	7th January 1909.	...	13·44	...	...	Work commenced.
						Total ..	...	19·70	...	...	
22	(a)	Baraset-Basirhat Light.	Baraset-Basirhat Light.	Assisted company's line subsidized by District Board.	Belliaghatta Bridge to Dakhindaree.	19th February 1909.	...	...	16·25	...	Not commenced.
—	...	Avadi-Poonamallee.	Avadi-Poonamallee.	Unassisted company's railway.	Avadi to Poonamallee.	5th January 1909.	...	...	...	6·50	Not commenced.
			Total mileage sanctioned from 1st January to 31st March 1909 ...				180·77	19·70	210·20	6·50	

APPEN

Capital authorized to be raised and the amount raised by the

Number.		Railways.	Amount authorized to be raised by the Companies up to the 31st December 1903.				Amount raised by the Companies and advanced by the Land to the 31st December					
							Share capital.		*Debentures.*		*Debenture stock.*	
Main head.	Sub-head.		Share capital.	Debentures.	Debenture stock.	Total.	Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Lines owned by Government and worked by Companies.	£	£	£	£		£		£		£
		5′ 6″ gauge.										
1	(*a*) to (*e*) & (*f*) & (*g*).	Bengal-Nagpur .	3,000,000	5,505,000	...	8,505,000	4%	3,000,000	4 % 3¾ „ 3½ „ 3¼ „ 3 „	155,000 830,600 1,4 5,600 2,644,800 400,000	...	...
2	(*a*)	Bombay, Baroda and Central India.	2,000,000	...	1,000,000	3,000,000	3 „	2,000,000	...	...	3½ %	1,000,000
4	(*a*)	East Indian . .	...	...	12,450,000	12,450,000	...	...	...	...	3½ „ 3 „	4,450,000 8,000,000
5	(*a*)	Great Indian Peninsula	2,575,000	...	...	2,575,000	3 %	2,575,000	3½ %	1,000,000	...	...
5	(*g*)	Indian Midland . .	3,000,000	3,654,100	...	6,654,100	4 „	3,000,000	4 % 3¾ „ 3½ „ 3¼ „ 3 „	421,200 855,000 165,000 2,082,900 150,000	...	...
	(*a*)&(*c*)	Madras and Southern Mahratta.	5,000,000	1,365,000	...	6,365,000	3½ „	5,000,000	3 % 3¼ „ 3½ „ 4 „	110,000 1,105,000 100,000 50,000	...	...
10	(*a*)&(*b*)	South Indi .	1,000,000	448,000	...	1,448,000	3 %	1,000,000	3¼ % 4 „	243,000 200,000	...	...
		3′ 3⅜″ gauge.										
11	(*a*)	Assam-Bengal .	1,500,000	1,570,900	...	3,070,900	3 „	1,500,000	3 % 3¼ „ 3½ „	300,000 425,000 775,000	...	...
15	(*a*)	Burma . . .	3,000,000	...	1,250,000	4,250,000	2½ „ Stock. 2½ „	2,000,000 1,000,000	...	...	3 %	1,250,000
20	(*b*)	Lucknow-Bareilly .	...	147,000	...	147,000	...	...	3½%	147,000	...	...
6	(*i*)	Mysore Section (Madras and Southern Mahratta).	...	...	1,200,000	1,200,000	...	...	...	...	4 %	1,200,000
10	(*h*)	Tinnevelly-Quilon (Travancore) (British Section).	...	287,209	...	287,209	...	...	4% 3½ „ 3¼ „	20,483 173,000 93,726	...	...
10	(*i*)	Tinnevelly-Quilon (Travancore) (Native State Section).	...	774,891	...	774,891	...	...	4 „ 3½ „ 3¼ „	29,517 327,000 418,274	...	...
		Lines owned and worked by Companies.										
		5′ 6″ gauge.										
4	(*b*)	Delhi-Umballa-Kalka	1,000,000	...	300,000	1,300,000	...	955,675	...	...	4 %	300,000
4	(*c*)	South-Behar . .	400,000	...	290,000	690,000	...	379,580	...	...	3½ „	290,000
2	(*g*)	Tapti-Valley . .	986,667	46,667	...	1,033,334	...	...	...	...	...	...
		3′ 3⅜″ gauge.										
2	(*h*)	Ahmedabad-Dholka .	86,667	...	...	86,667	...	...	...	...	...	...
2	(*i*)	Ahmedabad-Parantij.	133,333	...	...	133,333	...	...	...	...	...	...
12	(*a*)	Bengal and North-Western.	6,000,000	...	400,000	6,400,000	Ordinary stock. Pref. 3½% stock. 2nd pref. 4 % shares.	3,000,000 1,300,000 700,000	...	...	3 %	400,000

DIX 5.

several Indian Railway Companies up to the 31st December 1903.

Secretary of State in England to the 31st December 1908.			Amount raised in India and advanced by the Secretary of State to the 31st December 1908.						Total amount received to the 31st December 1908.	Number.		Remarks.
Capital not bearing interest, including discounts on capital raised.	*Advances by the Secretary of State.*		Share capital.	*Debenture stock.*		Capital not bearing interest, including discounts on capital raised.	*Advances by the Secretary of State.*			Main head.	Sub-head.	
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)
£		£	£		£	£		£	£			
769	3 1/4%	2,900,000	...	...	...	...	3½ % 3¾ „	7,015,060 246,597	18,669,426	1	(a) to (c) & (f) & (g).	
– 50,636	...	...	..	...	...	...	...	...	*2,949,364	2	(a)	* Exclusive of State outlay and debt incurred for the purchase of the line.
—620,434	...	...	...	...	...	...	...	...	†11,829,536	4	(a)	† Exclusive of capital raised prior to December 1879 and amount advanced by Secretary of State from January 1880 to December 1895.
—41,120	3 1/4%	2,200,000	...	...	...	...	...	...	‡5,733,880	5	(a)	‡ Exclusive of capital raised prior to 1900.
—31,003	3¼ „	1,645,000	...	...	...	...	3½%	501,115	8,769,212	5	(g)	
26,853	...	...	...	...	...	...	...	...	**6,391,853	6	(a)&(c)	**Exclusive of State outlay and debt incurred for the purchase of the Madras railway.
—1,750	...	...	...	...	...	...	...	...	¶ 1,446,250	10	(a)&(b)	¶ Exclusive of State outlay (purchase price, etc.)
5,198	...	...	...	...	...	...	...	...	3,076,098	11	(a)	
—30,181	...	...	...	...	...	...	...	(a) 1,366,667	§5,586,486	15	(a)	§ Exclusive of outlay by Government prior to 1st September 1896.
13,102	...	...	...	...	...	...	3½%	373,749	‖533,851	20	(b)	‖Exclusive of State outlay prior to taking over of the line by the Rohilkund and Kumaon railway.
24,000	...	...	...	...	...	...	...	...	1,224,000	6	(i)	
—259	...	...	...	...	...	...	...	...	286,950	10	(h)	£ (a) Permanent contribution by Government Rs. 85,00,000 . 566,667 Further advance by Government Rs. 1,20,00,000 . 800,000 1,366,667
—491	...	...	...	...	...	...	...	...	774,300	10	(i)	
8,737	...	...	...	...	...	...	...	...	1,264,412	4	(b)	
15,000	...	...	...	...	...	...	...	...	684,580	4	(c)	
...	...	...	833,333	4%	43,200	—780	...	...	875,753	2	(g)	
...	...	...	74,613	...	...	17	...	...	74,630	2	(h)	
...	...	...	130,000	...	...	2,667	...	...	132,667	2	(i)	
121,268	...	...	...	...	...	...	...	...	5,721,268	12	(a)	

APPEN

Capital authorized to be raised and the amount raised by the

Number.		Railways.	Amount authorized to be raised by the Companies up to the 31st December 1908.				Amount raised by the Companies and advanced by the Land to the 31st December					
							Share capital.		*Debentures.*		*Debenture stock.*	
Main head.	Sub-head.		Share capital.	Debentures.	Debenture stock.	Total.	Rate of interest.	Amount.	Rate of interest.	Cash received.	Rate of interest.	Cash received.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Lines owned and worked by Companies—*concld.*	£	£	£	£		£		£		£
13	(a)& (b)	Bengal Dooars	400,000 Ordinary stock 400,000 Pref. stock	...	...	800,000	... Pref. 4%	400,000 360,000	...	...	...	...
16	(a)	Deoghur	18,333	...	2,666	20,999	...	...	...	...	...	...
17	(a)	Dibru-Sadiya	793,750	500,000	...	1,293,750	... Preferred 8 % "A" shares Pre. Pref. 8 % New Pref. 6 %	43,750 420,000 80,000 150,000	...	450,000	...	...
20	(a)	Rohilkund and Kumaon	800,000	175,000	...	975,000	... Pref. 4%	400,000 400,000	...	...	...	...
		2′ 6″ GAUGE.										
22	(a)	Baraset-Basirhat Light.	63,333	...	...	63,333	...	...	...	...	...	...
23	(a)	Barsi Light	300,000	...	140,000	440,000	...	193,333	...	...	4 %	140,000
24	(a)	Bukhtiarpore-Behar Light.	53,333	...	...	53,333	...	...	...	...	...	...
29	(a)	Shahdara (Delhi)-Saharanpur Light.	260,000	...	200,000	460,000	...	...	...	...	...	...
30	(a)	Tarakeshwar-Magra Light.	73,333	...	...	73,333	...	...	...	...	...	...
		2′ 0″ GAUGE.										
32	(a)	Darjeeling-Himalayan	116,666	150,000	...	266,666	...	...	...	...	3½%	115,000
33	(a)	Howrah-Amta Light.	106,667	...	20,000	126,667	...	...	...	...	...	...
34	(a)	Howrah-Sheakhala Light.	42,667	...	...	42,667	...	...	...	...	...	...
		Lines owned by Companies and worked by the State.										
		5′ 6″ GAUGE.										
8	(b)	Amritsar-Patti	106,666	...	...	106,666	...	...	...	...	...	...
9	(b)	Hardwar-Dehra	200,000	...	...	200,000	...	...	...	...	...	...
8	(f)&(g)	Southern Punjab	2,500,000	...	1,000,000	3,500,000	Ordinary stock Pref. 4% Pref. share 4 %	1,000,000 500,000 999,342	...	...	3½ %	500,000
		Lines owned by Native States and worked by Companies.										
		5′ 6″ GAUGE.										
7	(a)	Nizam's Guaranteed State.	2,000,000	2,000,000	...	4,000,000	...	2,000,000	4%	1,500,000	...	...
		3′ 3⅜″ GAUGE.										
7	(c)	Hyderabad-Godavari Valley.	...	2,500,000	...	2,500,000	...	...	3½ „	1,815,000	...	...

DIX 5—*concld.*

several Railway Companies up to the 31st December 1908.

Secretary of State in England, 1908.			Amount raised in India and advanced by the Secretary of State to the 31st December 1908.						Total amount received to the 31st December 1908.	Number.		Remarks.
Capital not bearing interest, including discounts on capital raised.	*Advances by the Secretary of State.*		Share capital.	*Debenture stock.*		Capital not bearing interest, including discounts on capital raised.	*Advances by the Secretary of State.*			Main head.	Sub-head.	
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	20	(21)	(22)	(23)	(24)	(25)	(26)
£		£	£		£	£		£	£			
12,500	...	...	...	...	...	...	...	...	772,500	13	(*a*) & (*b*)	
...	...	...	13,333	...	2,666	...	...	...	20,999	16	(*a*)	
...	...	...	...	...	...	...	...	...	1,143,750	17	(*a*)	
...	...	...	...	...	...	...	...	...	800,000	20	(*a*)	
...	...	...	63,333	...	...	...	...	...	63,333	22	(*a*)	
...	...	...	...	...	...	...	...	...	333,330	23	(*a*)	
...	...	...	53,333	...	...	...	...	...	53,333	24	(*a*)	
...	...	...	100,000	4½%	200,000	...	...	...	300,000	29	(*a*)	
...	...	...	56,611	...	6,373	...	...	...	62,984	30	(*a*)	
335	...	...	116,667	...	...	...	...	...	232,002	32	(*a*)	
...	...	...	106,667	5%	20,000	267	...	...	126,934	33	(*a*)	
...	...	...	40,000	...	...	...	...	...	40,000	34	(*a*)	
...	...	...	106,639	...	...	...	...	...	106,639	8	(*b*)	
...	...	...	196,167	...	...	...	...	...	196,167	9	(*b*)	
...	...	...	...	...	...	...	...	...	2,999,342	8	(*f*)&(*g*).	
25,768	...	...	...	...	...	...	...	...	3,525,768	7	(*a*)	
—105,875	...	...	...	...	...	...	...	...	1,709,125	7	(*c*)	

APPEN

Capital expenditure in thousands of rupees

Number.	Railways (including branches worked).	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
		YEARS.									
		1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
...	Bengal Central . . .	...	...	...	...	...	...	*	...	...	...
1 (*a*) to (*g*)	Bengal-Nagpur . . .	1,67,01	79,14	40,25	1,42,51	1,17,84	1,02,23	68,63	26,74	87,12	60,65
2 (*a*) & (*c*) to (*g*) & (*o*) to(*q*).	Bombay, Baroda and Centr India	60,95	24,05	13,72	9,76	23,43	7,56	1,02	6	90,50	84,00
3 (*a*) to (*d*)	Eastern Bengal State . .	29,15	31,10	40,07	35,32	30,88	38,18	37,15	30,03	60,32	5,27
4 (*a*) to (*d*)	East Indian	68,09	39,09	33,15	28,67	48,89	91,17	1,26,85	92,25	43,75	19,18
5 (*a*) to (*i*)	Great Indian Peninsula .	67,71	18,77	2,19	4,12	26,43	69,16	16,17	25,16	36,79	30,37
...	Madras	11,38	20,80	54,50	39,56	60,42	37,51	47,77	42,45	14,53	...
6 (*a*) to (*k*)	Madras & Southern Mahratta	...	...	...	...	...	...	...	...	...	4,01
...	Nagda-Muttra . . .	...	...	...	...	...	1,75	21,89	1,00,30	†	†
7 (*a*) to (*c*)	Nizam's Guaranteed State .	78,37	37,06	...	...	...	...	...	6	8	...
8 (*a*) to (*g*) & (*i*), (*j*) & (*l*)	North Western State . .	41,82	41,48	54,68	49,91	30,87	1,21,56	1,92,78	1,45,81	89,99	53,67
9 (*a*) to (*c*)	Oudh and Rohilkhand State.	39,27	27,17	9,30	20,61	54,52	30,78	29,13	9,73	4,64	1,00
10	South Indian	2,70	14,00	36,50	73,39	56,12	27,81	7,14	...	...	...
11	Assam-Bengal . . .	1,05,81	97,65	88,10	71,84	45,68	13,59	62	4,66	2,66	8,47
12	Bengal and North-Western .	70,90	28,89	30,86	26,15	12,63	46,76	45,07	39,21	14,26	27,74
13	Bengal Dooars . . .	7,98	18,19	15,61	15,56	8,50	...	...	...	...	...
14	Bhavnagar-Gondal-Junagad-Porbandar	...	...	...	...	...	...	...	...	...	...
15	Burma	62,52	50,63	56,42	35,77	...	3,39	42,25	58,32	40,72	24,43
16	Deoghur	...	...	...	...	...	...	...	...	...	...
17	Dibru-Sadiya	...	...	...	...	...	...	...	62	1,50	60
18	Jodhpur-Bikaner . . .	4,86	6,61	4,00	6,77	...	89	1	5	13	10,64
19	Morvi	...	2,32	11	3	85	‡6,24	7,18	...	...	...
2 (*b*) & (*h*) to(*n*)	Rajputana-Malwa . . .	2,67	59	21	1,07	5,63	35,80	26,36	—*19*	10,09	1,20
20	Rohilkund and Kumaon .	...	...	3	43	83	9,74	33,18	9,83	17,12	40
...	Southern Mahratta . .	...	...	...	...	2,56	12,60	2,78	9,56	10,82	...
21	Udaipur-Chitor . . .	2,16	45	21	...	...	...	...	...	...	...
22	Baraset-Basirhat Light .	...	...	...	...	...	5,69	1,33	...	...	22
23	Barsi Light	...	...	...	...	...	23	7,92	...	...	...
24	Bukhtiarpore-Behar Light .	...	...	...	...	5,30	...	...	...	...	...
25	Cutch	...	...	...	...	92	1,35	...	2,71	7	50
26	Dehri-Rohtas	...	...	...	...	...	...	...	...	...	...
27	Dholpur-Bari	...	...	...	...	...	...	2,04	80	1,94	61
28	Dwara-Therria Light . .	...	...	...	...	8,24	1,39	82	...	2	...
8 (*h*)	Kalka-Simla	3,39	4,51	23,53	49,99	50,99	21,40	4,34	...	...	1,13
29	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	3,15	...	6,49
...	Ranaghat-Krishnagar Light .	5	...	...	...	...	§	...	...	...	...
30	Tarakeshwar-Magra Light .	...	...	...	...	16	...	...	...	...	...
31	Tezpore-Balipara Light .	...	...	...	...	...	...	...	...	...	...
32	Darjeeling-Himalayan . .	...	...	...	...	...	...	...	...	...	...
33	Howrah-Amta Light . .	5	1	8	...	20	2,79	...	...	...	2,01
34	Howrah-Sheakhala Light .	...	...	...	...	...	...	...	...	...	...
35	Jorhat	...	...	...	...	...	...	...	...	...	...
	TOTAL .	8,26,84	5,42,51	5,03,52	6,11,46	5,91,89	6,89,57	7,22,43	6,01,31	5,27,95	3,42,59

DIX 7.

during each of the past 10 years.

EXPENDITURE ON ROLLING-STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Number.	REMARKS.
YEARS.											
1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.		
(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)
1,95	27	3	4	15	...	*	...	...	...	...	* Purchased by the State from the 1st July 1905 and incorporated with the Eastern Bengal State railway.
33,92	27,35	4,29	57,16	34,13	40,64	57,18	21,80	56,95	1,29,64	1	
13,84	13,34	4,24	2,51	7,97	3,26	1,48	4,54	23,37	49,22	2	
18,21	4,57	13,01	18,12	35,25	15,25	25,14	19,91	48,75	34,22	3	
1,06,52	64,34	73,57	54,29	17,91	26,98	30,13	54,33	37,73	98,47	4	
8,27	13,36	21,27	12,27	31,84	37,89	12,63	45,26	49,77	86,06	5	
3,66	3,26	10,11	25,43	16,44	6,24	7,49	4,29	22,88	...	...	
...	...	...	...	...	...	...	...	...	35,81	6	
...	...	...	...	...	...	...	7,50	†	†	...	† Included with the Bombay, Baroda and Central India railway system.
12,80	12,67	1,51	5,86	3,05	72	51	3,15	8,69	9,08	7	
5,70	79	12,30	22,21	14,34	13,91	38,56	1,14,41	68,20	1,78,72	8	
5,68	79	5,85	17,93	23,91	7,58	6,92	4,74	24,46	37,46	9	
73	26	*–3*	1,46	2,96	1,27	14,75	...	5,80	20,61	10	
1,68	87	3,05	7,69	9,86	6,32	4,79	10,44	6,20	6,96	11	
15,84	18,58	18,47	12,49	18,33	3,48	14,09	32,80	21,11	18,92	12	
4,09	2,32	1,40	7	25	5	...	...	...	...	13	
8	16	80	35	55	*–1,05*	...	23	33	55	14	
11,96	4,74	20,85	26,60	19,57	12,20	6,64	18,95	19,16	36,78	15	
...	...	...	...	...	...	...	...	...	...	16	
16	2,52	1,13	...	9	4,47	19	23	6	2,65	17	
14,14	22	2,22	1,95	4,22	1,36	71	76	4,76	1,60	18	
4	6	10	*–12*	*–22*	...	3,00	1,13	*–4*	8	19	‡Represents expenditure on conversion of the existing line from 2′ 6″ to 3′ 3⅜″ gauge.
3,07	1,83	89	8,70	8,19	3,35	10,09	8,04	13,74	20,74	2	
,02	3,39	2,06	6,86	6,11	1,33	77	11,65	17	3,05	20	
3,42	1,44	1,88	26	85	85	16,58	1,51	6,53	...	...	
...	...	42	...	...	...	...	...	...	...	21	
...	...	...	...	...	2,05	...	26	25	19	22	
...	...	*–39*	...	...	...	76	4,94	3,36	13	23	
...	...	...	...	2,17	23	...	15	38	...	24	
...	...	...	...	12	12	10	20	9	7	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	...	38	90	29	27	
...	...	...	...	...	...	50	...	...	...	28	
...	...	...	1,07	3,93	2,85	4,96	1,94	4	*–27*	8	
...	...	...	...	...	...	...	...	...	1,66	29	
...	24	...	...	...	§	...	...	...	...	...	§ Purchased by the State from the 1st July 1904 and incorporated with the Eastern Bengal State railway.
18	...	...	...	1	1	8	19	10	...	30	
12	...	...	...	...	...	...	...	...	...	31	
54	*–16*	1	9	41	70	12	13	7	*–5*	32	
11	46	...	72	...	30	...	1,62	...	16	33	
...	...	...	...	3	...	...	...	...	6	34	
...	...	*–31*	4	12	2	...	6	9	3	35	
2,67,68	1,77,67	1,98,73	2,84,05	2,62,54	1,92,38	2,60,17	3,75,56	4,23,90	7,72,89		

APPEN

Capital expenditure in thousands of rupees

Number.	Railways (including branches worked).	EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
		YEARS.									
		1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
...	Bengal Central . . .	75	1,66	1,18	1,15	73	43	...	...	...	...
1 (*a*) to (*g*)	Bengal-Nagpur . . .	25	1,68	3,37	1,61	3,58	5,66	5,20	46,73	11,73	22,59
2 (*a*) & (*c*) to (*g*) & (*o*) to (*q*)	Bombay, Baroda and Central India . . .	36,60	8,42	21,74	9,89	5,71	4,83	2,74	12,35	10,17	16,76
3 (*a*)to(*d*)	Eastern Bengal State . .	8,72	13,85	11,37	15,46	23,86	49,13	1,08,73	30,75	33,96	74,32
4 (*a*)to(*d*)	East Indian	40,78	48,92	64,24	58,69	41,88	46,44	63,82	51,52	59,22	57,50
5 (*a*)to(*i*)	Great Indian Peninsula .	6,75	10,28	11,65	17,04	23,56	64,79	73,48	53,55	56,35	57,57
...	Madras	2,43	3,93	9,33	4,56	5,91	14,26	13,47	15,96	17,76	...
6 (*a*) to (*k*)	Madras and Southern Mahratta	...	...	...	...	...	...	...	...	...	44,45
...	Nagda-Muttra . . .	...	...	...	...	...	...	...	...	...	...
7 (*a*)to(*c*)	Nizam's Guaranteed State .	*—1,05*	2,78	6,53	8,14	3,76	2,97	2,76	2,43	2,23	2,77
8 (*a*) to (*g*) &(*i*), (*j*) & (*l*)	North Western State . .	20,58	19,10	14,67	48,44	22,42	30,94	33,14	42,61	39,79	89,56
9 (*a*)to(*c*)	Oudh and Rohilkhand State .	9,74	8,30	9,45	12,75	12,40	19,80	19,62	11,46	19,16	17,37
10	South Indian	3,59	3,03	3,83	1,46	3,40	6,64	8,41	25,83	11,18	15,96
11	Assam-Bengal . . .	...	...	...	...	...	...	12,03	9,94	12,17	21,62
12	Bengal and North-Western .	6,63	12,21	7,19	25,66	21,79	29,04	16,81	25,97	28,62	20,07
13	Bengal Dooars . . .	38	16	2	5	21	5,55	3,54	2,10	1,61	45
14	Bhavnagar-Gondal-Junagad-Porbandar	91	31	16	40	3	3	24	39	48	8
15	Burma	11,31	25,14	22,05	7,91	20,35	21,11	17,60	22,54	34,40	36,59
16	Deoghur	*—1*	...	...	...	...	...	23	*—23*	...	...
17	Dibru-Sadiya . . .	...	6	7,20	23	32	22	27	8	36	...
18	Jodhpur-Bikaner . . .	*—81*	*—1,58*	3,16	3,77	62	56	12	35	1,08	5,93
19	Morvi	5	*—16*	1	...	...	*—1*	*—13*	—27	92	12
2 (*b*)&(*h*) to (*n*).	Rajputana-Malwa . . .	3,98	3,53	8,20	13,88	9,48	8,62	13,99	16,93	18,05	19,00
20	Rohilkund and Kumaon .	21	1,15	1,02	66	1,59	1,56	65	12,16	5,64	9,16
...	Southern Mahratta . .	7,50	5,79	4,59	3,29	2,98	2,26	5,49	3,30	25,40	...
21	Udaipur-Chitor . . .	...	...	19	4	1	...	1	8	...	2
22	Baraset-Basirhat Light .	...	...	...	...	...	...	...	15	21	8
23	Barsi Light	...	...	...	7	...	...	—4	6,08	2,80	80
24	Bukhtiarpore-Behar Light .	...	...	...	...	...	39	1	4	6	8
25	Cutch	...	...	...	...	...	...	...	...	1	...
26	Dehri-Rohtas . . .	...	...	...	...	...	...	...	...	...	...
27	Dholpur-Bari . . .	...	...	...	...	...	...	...	...	...	...
28	Dwara-Therria Light . .	...	...	...	...	...	...	...	...	...	...
8(*h*)	Kalka-Simla	...	...	...	...	...	...	...	68	69	6,51
29	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
...	Ranaghat-Krishnagar Light .	...	...	...	...	...	...	...	...	...	...
30	Tarakeshwar-Magra Light .	1	...	2	5	6	3	5	7	2	3
31	Tezpore-Balipara Light .	5	13	...	...	...	...	...	...	...	...
32	Darjeeling-Himalayan .	25	10	21	12	31	4	16	20	11	3
33	Howrah-Amta Light . .	...	...	...	...	...	14	16	21	29	18
34	Howrah-Sheakhala Light .	...	...	...	...	2	...	—1	...	...	...
35	Jorhat	4	...	17	3	...	...	...	—6	5	4
	TOTAL .	1,59,64	1,68,79	2,11,55	2,35,35	2,04,98	3,15,43	4,02,55	3,93,90	3,94,52	5,19,64

DIX 7—*concld.*

during each of the past 10 years.

TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES *INCLUDING* VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Number.	Remarks.
Years.											
1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.		
(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)
3,04	34	2,58	1,58	76	—36	...	...	...	...	...	
1,98,37	75,84	77,61	1,76,45	1,94,63	1,19,88	1,19,67	1,16,49	2,42,61	1,47,94	1	
98,82	28,58	56,65	29,50	19,61	9,62	7,90	2,69	1,35,52	1,19,43	2	
56,49	49,25	66,77	81,52	1,19,34	1,09,61	2,08,13	94,27	1,31,07	1,32,31	3	
2,18,13	1,62,49	1,41,12	1,45,82	1,39,63	1,45,03	2,33,23	2,21,73	1,99,16	1,98,40	4	
78,98	53,32	44,54	23,58	1,16,21	1,76,71	1,02,30	1,12,28	1,89,57	2,50,23	5	
19,27	55,11	63,58	60,36	86,09	72,11	69,17	54,97	79,57	...	...	
...	...	...	...	...	...	...	...	...	68,93	6	
...	...	...	...	...	1,73	46,34	1,46,42	...	...	...	
96,90	32,24	18,40	15,84	5,73	5,26	6,53	1,83	15,39	8,88	7	
66,46	83,47	93,87	1,30,10	69,58	2,09,09	2,72,27	3,22,00	2,29,28	4,43,61	8	
55,60	39,26	32,76	76,47	87,45	53,06	41,37	34,11	68,24	77,16	9	
7,39	17,47	47,49	99,17	52,83	31,08	23,65	30,32	14,31	68,83	10	
1,13,15	86,16	85,47	69,86	53,24	19,81	18,24	25,28	23,81	41,51	11	
70,13	55,94	48,78	63,47	53,92	79,28	90,04	88,14	82,94	54,94	12	
22,26	19,77	15,23	10,15	7,09	5,35	3,56	2,13	95	41	13	
92	17	96	44	67	—1,40	—34	1,68	53	1,56	14	
86,24	92,79	95,26	71,01	31,08	36,97	84,20	99,42	93,23	98,31	15	
—1	...	...	—9	...	...	23	—23	—4	...	16	
17	2,57	8,32	1,73	41	4,69	46	93	1,91	3,25	17	
18,04	4,89	19,78	6,64	—57	2,21	1,60	2,14	6,64	42,01	18	
27	2,22	31	—26	56	6,18	9,85	99	83	69	19	
10,59	17,19	12,74	22,33	30,53	43,74	39,28	39,58	28,54	80,67	2	
13	5,37	4,34	12,92	4,60	19,79	50,64	25,28	16,50	10,15	20	
8,74	8,15	4,83	1,27	25,17	35,18	31,30	13,28	49,98	..	...	
2,16	45	82	4	1	...	1	9	...	2	21	
...	...	...	...	...	7,73	1,33	41	46	60	22	
...	...	—39	19	...	26	14,69	11,32	8,03	81	23	
...	...	...	...	7,48	62	1	19	44	27	24	
...	...	...	...	1,04	1,48	10	2,93	86	57	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	2,04	1,56	2,70	1,04	27	
...	...	...	...	8,24	1,39	16	...	23	...	28	
5,81	6,10	22,96	57,95	48,51	26,93	7,87	—1,81	—1,11	6,62	8	
...	...	...	...	...	...	...	14,10	18,87	8,38	29	
5	24	...	...	...	...	...	...	...	...	...	
24	—1	10	20	38	10	2	26	19	1	30	
17	13	...	...	...	...	...	...	...	...	31	
79	—6	22	20	72	74	14	—9	18	—6	32	
16	47	8	72	20	3,23	16	1,82	50	3,33	33	
...	...	...	...	5	...	—1	...	...	19	34	
22	—23	—8	—5	8	...	4	1	21	...	35	
12,40,17	8,99,98	9,65,10	11,59,41	11,65,32	12,27,05	14,86,18	14,66,52	16,42,19	18,72,05		

APPEN

Capital outlay on the different classes of

	Mileage.		
	Open.	Under construction.	TOTAL.
(1)	(2)	(3)	(4)
PART I.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS.	Miles.	Miles.	Miles.
(*i*).—State lines worked by Companies	17,457·35	1,057·17	18,514·52
(*ii*).—State lines worked by the State	6,233·33	328·69	6,562·02
(*iii*).—Companies' lines guaranteed under modern contracts	32·04	...	32·04
(*iv*).—District Boards' lines	152·83	2·50	155·33
(*v*). —Branch Line Companies, receiving rebates from traffic interchanged with main lines.	325·08	...	325·08
(*vi*).—Leased lines	79·19	...	79·19
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	24,279·82	1,388·36	25,668·18
(*vii*).—Lines wholly under construction by State agency	...	225·31	225·31
(*viii*).—Lines wholly under construction by Companies	...	31·75	31·75
TOTAL (*vii*) AND (*viii*) ...	...	257·06	257·06
(*ix*).—Unclassified expenditure including collieries, &c.	...	...	...
TOTAL PART I ...	24,279·82	1,645·42	25,925·24
PART II.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS.			
(*i*).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	575·79	...	575·79
(*ii*).—Assisted Companies' lines—			
(*a*) Subsidized by the Government of India	365·71	30·00	395·71
(*b*) Subsidized by Local Governments	128·50	8·52	137·02
(*c*) Subsidized by District Boards	164·68	8·55	173·23
(*d*) Receiving land only from Government	1,383·53	109·65	1,493·18
TOTAL (*ii*) ...	2,042·42	156·72	2,199·14
(*iii*).—Unassisted Companies' lines	41·77	...	41·77
(*iv*).—Native State lines—			
(*a*) Worked by Native States	1,384·92	197·00	1,581·92
(*b*) Worked by Companies	1,942·81	54·60	1,997·41
(*c*) Worked by State railway agency	235·28	...	235·28
TOTAL (*iv*) ...	3,563·01	251·60	3,814·61
(*v*).—Foreign State lines	73·60	...	73·60
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	6,296·59	408·32	6,704·91
(*vi*).—Lines wholly under construction by private Companies	...	297·96	297·96
(*vii*).—Lines wholly under construction by Native States	...	26·44	26·44
TOTAL (*vi*) AND (*vii*) ...	...	324·40	324·40
(*viii*).—State outlay on the Patri branch (Bombay, Baroda and Central India railway)...	...	...	...
TOTAL PART II ...	6,296·59	732·72	7,029·31
GRAND TOTAL ...	30,576·41	2,378·14	32,954·55
ABSTRACT.			
Outlay on open lines and lines partly open—(*i* to *vi*, Part I, and *i* to *v* and *viii*, Part II)	30,576·41	1,796·68	32,373·09
Outlay on lines wholly under construction—(*vii* and *viii*, Part I, and *vi* and *vii*, Part II)	...	581·46	581·46
Unclassified expenditure (*ix*, Part I)	...	...	...

DIX 8.

railways at the close of the year 1908.

Capital outlay at close of 1908. (In thousands of rupees.)			Remarks.
Open lines.	Lines under construction.	Total.	
(5)	(6)	(7)	(8)
2,61,48,66	3,54,09	2,65,02,75	The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies, represents the actual capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State.
1,06,04,42	1,25,45	1,07,29,87	
29,44	...	29,44	
68,09	...	68,09	
2,01,46	...	2,01,46	
1,19,77	...	1,19,77	
3,71,71,84	4,79,54	3,76,51,38	
...	1,84,30	1,84,30	
...	8,06	8,06	
...	1,92,36	1,92,36	
...	...	97,05	
3,71,71,84	6,71,90	3,79,40,79	Total Part I.
3,21,15	...	3,21,15	
2,94,02	1,84	2,95,86	
1,28,00	2,71	1,30,71	
80,10	...	80,10	
9,75,45	36,70	10,12,15	
14,77,57	41,25	15,18,82	Total (*ii*).
27,87	...	27,87	
5,14,62	15,41	5,30,03	
13,51,43	22,27	13,73,70	
1,35,51	...	1,35,51	
20,01,56	37,68	20,39,24	Total (*iv*).
1,83,64	...	1,83,64	
40,11,79	78,93	40,90,72	
...	27,62	27,62	
...	28	28	
...	27,90	27,90	Total (*vi*) and (*vii*).
8,08	...	8,08	
40,19,87	1,06,83	41,26,70	Total Part II.
4,11,91,71	7,78,73	4,20,67,49	GRAND TOTAL.
4,11,91,71	5,58,47	4,17,50,18	
...	2,20,26	2,20,26	
...	...	97,05	

APPEN

Capital liability on account of railways classed

Railways.	Share capital of purchased railways being paid off by annuities.						State outlay.	Debt incurred for purchase of railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including overdrafts).	Total capital liability.
	Commuted value of stock purchased.	*Deduct.* Commuted capital representing annuities which were purchased by creation of debt (liability included in column 9).	*Deduct.* New stock of Great Indian Peninsula Railway Company issued in exchange for portion of annuity.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
State lines.	£	£	£	£	£	£	£	£	£	£	£
Agra-Delhi Chord	...	...	...	...	...	...	854,184	...	...	...	854,184
Baran-Kotah	...	...	...	...	...	...	262,598	...	...	...	262,598
Bezwada Extension	...	...	...	...	...	...	78,920	...	...	...	78,920
Bhopal	...	...	...	...	...	...	235,609	...	...	...	235,609
Bilaspur-Etawah	...	...	...	...	...	...	5,009	...	...	...	5,009
Bombay, Baroda and Central India.	...	...	...	...	...	...	678,007	12,539,189	...	3,000,000	16,217,196
Burma Railway Extensions	...	...	...	...	...	...	1,332,380	...	...	...	1,332,380
Coonoor-Ootacamund	...	...	...	...	...	...	200,814	...	...	...	200,814
Dhone-Kurnool	...	...	...	...	...	...	53,765	...	...	...	53,765
Dhubri-Gauhati	...	...	...	...	...	...	696,562	...	...	...	696,562
East Indian	32,750,000	7,236,774	...	25,463,226	2,857,839	22,605,387	4,574,274	10,400,221	...	12,450,000	50,029,882
Eastern Bengal system*	3,391,917	543,472	...	2,848,445	284,798	2,563,647	11,763,718	1,361,120	...	...	15,688,485
Frontier railway reserve	...	...	...	...	...	...	293,085	...	...	...	293,085
Ganges bridge at Kuchla	...	...	...	...	...	...	5,095	...	...	...	5,095
Great Indian Peninsula	31,859,218	...	1,750,000	33,109,218	3,100,085	30,009,133	2,728,904	5,964,666	2,200,000	3,575,000	4,477,703
Jodhpur-Hyderabad	...	...	...	...	...	...	285,410	...	...	...	285,410
Jullundur-Hoshiarpur	...	...	...	...	...	...	969	...	...	...	969
Katihar-Godagari	...	...	...	...	...	...	687,482	...	...	...	687,482
Lodhran-Khanewal	...	...	...	...	...	...	246,230	...	...	...	246,230
Lower Ganges bridge	...	...	...	...	...	...	415	...	...	...	415
Ludhiana-Ferozepore	...	...	...	...	...	...	1,887	...	...	...	1,887
Nagda-Muttra	...	...	...	...	...	...	2,289,454	...	...	...	2,289,454
Nagpur-Chhattisgarh (depreciation account).	...	...	...	...	...	...	43,802	...	...	...	43,802
North Western	14,009,124	4,911,216	...	9,097,908	849,340	8,248,568	36,859,720	4,024,503	...	...	49,132,791
Oudh and Rohilkhand	...	...	...	...	...	...	5,266,300	10,722,399	...	...	15,988,699
Palanpur-Deesa	...	...	...	...	...	...	16,477	...	...	...	16,477
Petroleum operations, Baluchistan.	...	...	...	...	...	...	7,946	...	...	...	7,946
Rajputana-Malwa	...	...	...	...	...	...	11,762,248	...	...	...	11,762,248
Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...	...	...	20,163
Rosa-Sitapur	...	...	...	...	...	...	8,706	...	...	...	8,706
Sabarmati-Dholka	...	...	...	...	...	...	3,993	...	...	...	3,993
Shahdara-Sangla (North Western railway).	...	...	...	...	...	...	195,119	...	...	...	195,119
Shilman Branch (Ditto)	...	...	...	...	...	...	347,862	...	...	...	347,862
Shorkot Road-Chichhoki (Ditto)	...	...	...	...	...	...	135,623	...	...	...	135,623
South Indian	...	...	...	...	...	...	3,734,137	4,726,169	...	1,448,000	9,908,306
Southern Mahratta (depreciation on works).	...	...	...	...	...	...	35,138	...	...	...	35,138
Carried over	85,010,259	12,741,462	1,750,000	70,518,797	7,092,062	63,426,735	85,712,010	19,738,267	2,200,000	20,473,000	221,550,012

* Includes the Bengal Central railway.

DIX 9.

as State railways at the end of 1908.

Railways.	Share capital of purchased railways being paid off by annuities.						State outlay.	Debt incurred for purchase of railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including overdrafts).	Total capital liability.
	Commuted value of stock purchased.	*Deduct.* Commuted capital representing annuities which were purchased by creation of debt (liability included in column 9).	*Deduct.* New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portion of annuity.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments	Net outstanding.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	£	£	£	£	£	£	£	£	£	£	£
Brought forward ...	85,010,259	12,741,462	1,750,000	70,518,797	7,092,062	63,426,735	85,712,010	49,738,267	2,200,000	20,473,000	221,550,012
Thal-Parachinar (North Western railway).	...	...	...	...	...	...	69,434	...	...	...	69,434
Tinnevelly-Quilon (British Section).	...	...	...	...	...	...	4,637	...	...	287,209	291,846
Tinnevelly-Quilon (Native State Section).	...	...	...	...	...	...	9,942	...	...	774,791	784,733
Tirhoot	...	...	...	...	...	...	4,886,961	...	...	...	4,886,961
Umaria colliery	...	...	...	...	...	...	12,178	...	...	...	12,178
Vizagapatam-Raipur . . .	...	...	...	...	...	...	16,336	...	...	...	16,336
Warora colliery	...	...	...	...	...	...	74,002	...	...	...	74,002
State railway stores . . .	...	...	...	...	...	...	69,056	...	...	...	69,056
Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	67,428	...	...	...	67,428
Jorhat	...	...	...	...	...	...	61,995	...	...	...	61,995
	85,010,259	12,741,462	1,750,000	70,518,797	7,092,062	63,426,735	90,983,979	49,738,267	2,200,000	21,535,000	227,883,981
Leased lines.											
Assam-Bengal	...	...	...	...	...	...	5,567,130	...	...	3,070,900	8,638,030
Bengal-Nagpur	...	...	...	...	...	...	2,061,962	...	10,487,246	9,885,650	22,434,858
Burma	...	...	...	...	...	...	5,127,488	...	*1,366,667	4,250,000	10,744,155
Indian Midland	...	...	...	...	...	...	...	...	2,146,115	6,109,991	8,256,106
Lucknow-Bareilly . . .	...	...	...	...	...	...	341,409	...	373,749	147,000	862,158
Mysore	...	...	...	...	...	...	...	...	...	1,200,000	1,200,000
Madras and Southern Mahratta .	12,819,558	...	1,500,000	11,319,558	75,202	11,244,356	9,165,744	2,147,218	...	6,365,600	28,922,318
	12,819,558	...	1,500,000	11,319,558	75,202	11,244,356	22,263,733	2,147,218	14,373,777	31,028,541	81,057,625
Branch line.											
Hardwar-Dehra . . .	...	...	...	...	...	...	...	...	...	181,749	181,749
Total .	97,829,817	12,741,462	3,250,000	81,838,355	7,167,264	74,671,091	113,247,712	51,885,485	16,573,777	52,745,290	309,123,355

Note.—The premia paid in purchase of Companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000	@ Rs. 15 = £ 1 =	9,82,50,000
Eastern Bengal railway	1,136,437	,, =	1,70,46,555
Sind, Punjab and Delhi railway	2,933,804	,, =	4,40,07,060
South Indian railway	999,277	,, =	1,48,39,155
Oudh and Rohilkhand railway	1,036,049	,, =	1,55,40,735
Great Indian Peninsula railway	14,859,218	,, =	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280	,, =	6,20,29,200
Madras railway	2,561,928	,, =	3,84,28,920

	£
* Permanent contribution by Government—Rs. 85,00,000	566,667
Further advance of Rs. 1,20,00,000 ...	800,000
Total ...	1,366,667

APPEN

Main results of working Indian railways

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (3).	Passengers.			Goods.		
		Total capital outlay, including suspense, on lines open and partly under construction.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						Rs.								
1853 .	20	37,96	90	41	49	87	45·56	1·29	...	...	...	...	...	...
1854 .	71	4,00,00	2,31	1,42	89	63	61·47	0·22	...	...	...	...	...	...
1855 .	169	5,50,00	8,13	4,55	3,58	93	55·97	0·65	...	...	...	...	...	...
1856 .	272	8,00,00	16,10	6,74	9,36	114	41·87	1·17	...	...	...	...	...	...
1857 .	287	12,00,00	25,43	10,54	14,89	170	41·45	1·24	...	...	...	...	...	...
1858 .	427	16,00,00	33,82	15,63	18,19	152	46·22	1·14	...	...	...	...	...	...
1859 .	625	22,50,00	57,24	27,74	29,50	176	48·46	1·31	...	...	...	...	...	...
1860 .	838	26,66,00	66,67	37,08	29,59	153	55·61	1·11	...	...	...	...	...	...
1861 .	1,587	34,00,00	98,63	58,09	40,54	120	58·90	1·19	...	...	...	...	...	...
1862 .	2,333	48,00,00	1,34,45	80,32	54,13	111	59·74	1·13	...	...	...	...	...	...
1863 .	2,507	53,00,00	2,20,47	1,33,04	87,43	169	60·34	1·65	...	...	...	...	...	...
1864 .	2,958	58,00,00	2,85,89	1,70,85	1,15,04	186	59·76	1·98	...	...	...	...	...	...
1865 .	3,363	63,00,00	4,25,84	2,24,27	2,01,57	244	52·43	3·20	...	...	...	...	...	...
1866 .	3,563	70,00,00	4,91,91	2,59,38	2,32,53	266	52·73	3·32	...	...	...	...	...	...
1867 .	3,929	80,00,00	5,44,54	2,93,76	2,50,78	266	53·95	3·13	...	...	...	...	...	...
1868 .	4,008	84,00,00	5,67,09	3,07,46	2,59,63	272	54·22	3·09	...	...	...	...	...	...
1869 .	4,255	89,00,00	6,13,10	3,41,74	2,71,36	277	55·74	3·05	...	...	...	...	...	...
1870 .	4,771	90,00,50	6,66,67	3,63,15	3,03,52	269	54·47	3·37	...	...	...	...	...	
1871 .	5,074	90,00,70	6,59,20	3,67,97	2,91,23	250	55·82	3·24	...	...	...	...	...	...
1872 .	5,369	90,00,90	6,82,96	3,73,45	3,09,51	245	54·68	3·44	...	...	...	...	...	...
1873 .	5,697	91,72,60	7,22,90	3,77,85	3,45,05	244	52·28	3·76	...	...	...	...	...	...
1874 .	6,226	95,87,15	8,33,77	4,03,89	4,29,88	258	48·44	4·48	...	...	...	...	...	...
1875 .	6,541	1,00,96,28	7,91,37	3,97,48	3,93,89	233	50·23	3·90	...	...	...	...	...	...
1876 .	6,860	1,04,77,85	9,33,83	4,46,45	4,87,38	262	47·81	4·65	...	...	...	...	...	...
1877 .	7,320	1,09,04,24	12,11,28	5,38,68	6,72,60	318	44·47	6·17	...	...	...	...	...	...
1878 .	8,219	1,18,29,55	11,25,30	5,62,38	5,62,92	269	49·97	4·76	...	...	...	...	...	...
1879 .	*8,[illegible]	1,22,32,97	12,08,15	6,26,28	5,81,87	275	51·84	4·76	...	...	...	...	...	...
1880 .	*9,019	1,28,56,91	12,86,55	6,48,00	6,38,55	282	50·37	4·97	...	...	...	...	...	...
1881 .	*9,862	1,40,80,80	14,32,31	7,07,12	7,25,19	285	49·37	5·16	54,764	3,79,23	2·78	13,214	9,55,97	7·95
1882 .	*10,084	1,43,24,42	15,35,23	7,66,81	7,68,42	294	49·95	5·36	58,876	4,08,37	2·71	14,833	10,15,97	7·91

* Excludes lines for which information regarding "capital outlay," "gross earnings," etc., is not available.

DIX 10.

as one system from the commencement.

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (3).	Passengers.			Goods.		
		Total capital outlay, including suspense, on lines open and partly under construction.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						Rs.								
1883 .	*10,450	1,48,30,56	16,38,94	7,97,05	8,41,89	301	48·62	5·68	65,099	4,09,08	2·60	16,999	11,28,89	7·30
1884 .	*11,623	1,55,77,88	16,07,09	8,16,06	7,91,03	276	50·76	5·09	73,843	4,47,03	2·56	16,663	10,56,68	7·35
1885 .	*12,267	1,62,19,06	18,03,27	8,89,01	9,14,26	284	49·30	5·64	80,895	4,79,28	2·52	18,942	11,94,20	6·89
1886 .	*12,876	1,70,49,89	18,70,46	8,93,10	9,77,36	285	47·75	5·73	88,436	5,09,77	2·51	19,576	12,38,59	7·02
1887 .	*14,054	1,82,87,93	18,46,81	9,10,33	9,36,48	260	49·31	5·12	95,412	5,35,32	2·51	20,196	11,92,93	7·17
1888 .	*14,517	1,93,04,33	19,76,45	9,87,44	9,89,01	263	49·96	5·12	103,156	5,69,06	2·71	22,393	12,79,04	6·87
1889 .	*15,819	2,05,04,61	20,49,37	10,37,74	10,11,63	257	50·64	4·93	110,650	6,13,74	2·52	22,249	13,05,56	6·88
1890 .	*16,384	2,13,67,04	20,67,01	10,30,89	10,36,12	243	49·87	4·85	114,082	6,25,81	2·51	22,613	12,99,52	7·11
1891 .	*17,277	2,21,06,42	24,04,03	11,30,39	12,73,64	271	47·02	5·76	122,855	6,86,13	2·52	26,159	15,60,81	6·75
1892 .	*17,776	2,26,75,72	23,20,41	10,89,13	12,31,28	253	46·94	5·42	127,420	6,91,17	2·52	26,335	14,77,19	6·70
1893 .	*18,465	2,32,63,86	24,05,62	11,33,09	12,72,53	254	47·12	5·46	135,553	7,29,60	2·50	28,847	15,19,01	6·60
1894 .	*18,841	2,37,27,72	25,47,91	11,96,74	13,51,17	262	46·97	5·70	145,759	7,57,61	2·56	32,044	16,22,01	6·42
1895 .	*19,469	2,43,76,41	26,20,07	12,10,11	14,09,96	263	46·20	5·78	153,081	8,02,24	2·49	33,043	16,33,75	6·36
1896 .	*20,176	2,48,26,74	25,31,73	12,11,62	13,20,11	246	47·86	4·92	159,509	8,22,07	2·45	31,693	15,37,73	6·45
1897 .	*21,006	2,81,48,94	25,56,28	12,45,71	13,10,57	240	48·72	4·66	150,584	7,62,14	2·47	33,162	15,85,47	6·36
1898 .	*21,993	2,92,16,90	27,41,33	12,99,92	14,41,41	244	47·37	4·94	151,506	7,58,68	2·50	35,642	17,84,99	6·00
1899 .	*23,476	3,08,57,81	29,36,87	13,93,80	15,43,07	247	47·43	5·01	161,720	8,09,39	2·51	39,748	19,19,91	5·98
1900 .	*24,713	3,29,61,03	31,54,37	15,09,61	16,44,76	245	47·85	4·99	176,308	8,95,07	2·51	42,896	20,36,57	5·88
1901 .	*25,331	3,39,16,89	33,60,38	15,72,45	17,87,93	255	46·79	5·27	194,749	10,07,17	2·48	43,392	21,23,67	5·77
1902 .	*25,898	3,49,77,39	33,92,69	16,70,49	17,22,20	252	49·24	4·92	196,648	10,27,48	2·51	45,537	21,23,41	5·68
1903 .	*26,851	3,41,11,44	36,00,82	17,11,09	18,89,73	257	47·52	5·54	210,231	10,98,14	2·51	47,684	22,41,92	5·64
1904 .	*27,557	3,47,91,21†	39,66,91	18,78,85	20,88,06	277	47·36	6·00	227,097	11,76,20	2·51	52,051	25,18,81	5·39
1905 .	*28,287	3,58,25,79†	41,69,92	19,95,33	21,74,59	283	47·85	6·07	248,157	12,73,83	2·47	54,936	28,29,77	5·19
1906 .	*29,089	3,71,01,01†	44,13,58	22,02,21	22,11,37	292	49·89	5·96	271,063	13,63,31	2·46	58,869	27,59,69	5·42
1907 .	29,957	3,91,86,93†	47,30,50	24,32,32	22,98,18	304	51·42	5·86	305,865§	15,04,49§	2·41	62,099§	29,24,27§	5·18
1908 .	30,576	4,11,91,71†	44,82,69	27,00,25	17,82,44	282	60·24	4·33	321,169	15,36,87	2·44	62,398	26,32,04	5·09

* Excludes lines for which information regarding "capital outlay," "gross earnings," etc., is not available.
† Capital outlay on lines open, *i.e.*, on mileage earning revenue.
§ Revised figures.

APPEN

Summary of the general

Indian railways treat

Calendar year.	GENERAL RESULTS			
	Total capital outlay, including suspense, on lines open, *i.e.*, on mileage earning revenue, in thousands of rupees.	Gross earnings in thousands of rupees.	TOTAL WORKING EXPENSES.	
			Amount in thousands of rupees.	Proportion per cent to gross earnings.
1	2	3	4	5
1904	3,47,91,21	39,66,91	18,78,85	47·36
1905	3,58,25,79	41,69,92	19,95,33	47·85
1906	3,71,01,01	44,13,58	22,02,21	49·89
1907	3,91,86,93	47,30,50	24,32,32	51·42
1908	4,11,91,71	44,82,69	27,00,25	60·24

Calendar year.	GROSS EARNINGS IN THOUSANDS									
	COACHING TRAFFIC.							Goods		
	1st class.	2nd class.	Intermediate class.	3rd class.	Season and vendors' tickets.	Other coaching traffic.	Total coaching traffic (sum of 15 to 20).	Total goods traffic (sum of 23 to 27).	General merchandise.	Coal and coke for the public and foreign railways.
14	15	16	17	18	19	20	21	22	23	24
1904	40,76	59,78	74,34	9,89,63	11,19	1,61,36	13,37,56	25,18,31	20,85,56	2,56,13
1905	45,12	64,66	83,06	10,63,76	12,23	1,64,69	14,38,52	26,20,77	21,32,28	2,89,19
1906	47,23	67,35	86,87	11,53,48	13,38	1,68,34	15,36,65	27,59,69	22,36,58	3,21,84
1907	50,24	70,21	93,10	12,76,91*	14,03	1,77,63	16,82,12*	29,24,27*	23,97,33*	3,17,71
1908	50,84	71,10	93,61	13,06,78	14,54	1,86,01	17,22,88	26,32,04	20,52,03	3,57,83

Number of passengers and quantity of goods carried, the average miles

Calendar year.	PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND											
	1ST CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.
36	37	38	39	40	41	42	43	44	45	46	47	48
1904	608	95·98	13·41	2,715	74·23	5·69	7,394	62·89	3·09	199,651	40·71	2·34
1905	662	98·29	13·31	2,949	72·92	5·77	8,104	63·78	3·09	218,413	40·92	2·30
1906	684	100·71	13·16	3,026	74·47	5·74	8,494	64·12	3·06	239,391	40·36	2·29
1907	732	100·89	13·06	3,303	70·91	5·76	9,873	59·29	3·05	271,224*	39·65	2·28
1908	748	100·76	12·95	3,327	71·26	5·76	10,060	58·82	3·04	284,579	38·65	2·28

DIX 11.

results of working.

ed as one system.

OF WORKING.

NET EARNINGS.		PER MILE OPEN.			PER TRAIN-MILE.			REMARKS.
Amount in thousands of rupees.	Percentage on capital outlay given in column (2).	Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.	
6	7	8	9	10	11	12	13	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
20,88,06	6·00	14,395	6,818	7,577	3·86	1·83	2·03	
21,74,59	6·07	14,741	7,054	7,687	3·89	1·86	2·03	
22,11,37	5·96	15,173	7,571	7,602	3·85	1·92	1·93	
22,98,18	5·86	15,791	8,119	7,672	3·79	1·95	1·84	
17,82,44	4·33	14,661	8,831	5,830	3·51	2·11	1·40	

OF RUPEES.

TRAFFIC.			WORKING EXPENSES IN THOUSANDS OF RUPEES.								
Military stores.	Revenue stores, including coal and material for construction.	Miscellaneous.	Electric telegraph.	Steamboat and sundries.	Engineering.	Locomotive.	Carriage and wagon.	Traffic.	General.	Other expenses (steamboat, contribution to Provident Fund and special and miscellaneous expenditure).	
25	26	27	28	29	30	31	32	33	34	35	
											* Revised figures.
19,14	1,31,04	32,27	8,00	1,02,54	4,37,28	6,72,07	1,76,74	3,10,31	1,75,67	1,06,78	
20,68	1,46,51	38,77	8,79	1,01,84	4,81,59	7,02,39	1,84,05	3,31,02	1,86,93	1,09,35	
20,58	1,51,54	37,20	8,63	1,08,61	5,43,21	7,72,80	2,03,66	3,71,37	1,98,04	1,13,13	The totals of columns 23 to 27 are more than the figures shown in column 22 by the amount of the Cawnpore-Burhwal link earnings.
19,12	1,60,28	39,46	9,24	1,14,91	5,97,29	8,58,24	2,18,24	4,17,63	2,11,47	1,29,45	
10,50	1,82,22	36,37	8,48	1,19,29	6,22,06	9,76,36	2,63,33	4,55,17	2,31,24	1,52,09	

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS).				GOODS TRAFFIC.			
SEASON AND VENDORS' TICKETS.			TOTAL NO. OF PASSENGERS CARRIED.		Coaching.	Goods.	Mixed.	Total train-mileage (includes miscellaneous train-mileage).	Tons carried (in thousands).	Average miles carried.	Average rate charged per mile in pies.	
No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.								
49	50	51	52	53	54	55	56	57	58	59	60	
												* Revised figures.
16,729	9·08	1·41	227,097	39·66	31,577	38,797	28,620	102,721	52,051	172·42	5·39	
18,029	9·16	1·42	248,157	39·90	33,491	39,712	29,892	107,045	54,936	176·60	5·19	
19,468	9·57	1·38	271,063	39·43	37,155	41,693	31,014	114,554	58,869	165·97	5·42	
20,733	9·31	1·40	305,865*	38·71	43,258	46,869	30,142	124,786	62,099*	174·58	5·18	
22,455	8·94	1·39	321,169	37·68	47,885	44,875	29,944	127,881	62,398	159 07	5·09	

APPENDIX 12.

General results of working each railway system.

Number. Main head.	Number. Sub-head	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		5′ 6″ GAUGE.								
...	...	Bengal Central ...	1904	2,041	235	15,60	10,20	5,40	65·40	* Figures shown are only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State railway (5′ 6″ gauge).
			1905	*1,070	*76	*6,66	*5,08	*1,58	*76·28	
			1906	†	†	†	†	†	†	
1	(*a*) to (*c*), (*f*) and (*g*)	Bengal-Nagpur ...	1904	7,745	3,381	1,89,12	93,25	95,87	‡49·31	† Included with the Eastern Bengal State railway (5′ 6″ gauge) from 1906.
			1905	8,902	3,975	2,44,71	1,10,67	1,34,04	‡45·22	
			1906	9,834	4,645	2,69,47	1,27,96	1,41,51	‡47·49	
			1907	11,178	4,828	2,89,80	1,41,34	1,48,46	‡48·77	
			1908	11,849	4,918	2,71,56	1,57,49	1,14,07	‡57·99	
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1904	21,685	1,797	1,91,08	90,19	1,00,89	47·20	
			1905	23,489	2,055	2,11,73	92,47	1,19,26	43·67	
			1906	24,889	2,344	2,19,23	1,03,54	1,15,69	47·23	
			1907	28,673	2,610	2,31,42	1,01,52	1,29,90	43·87	
			1908	30,547	2,561	2,27,19	1,19,79	1,07,40	52·73	
3	(*a*)	Eastern Bengal State ...	1904	**14,680	**2,690	1,08,77	57,80	50,97	53·14	** Includes figures for metre and special gauge sections.
			1905	**17,090	**2,975	1,18,00	64,44	53,56	54·61	
			1906	**21,138	**3 694	1,41,12	83,13	57,99	58·90	
			1907	**24,225	**4,101	1,64,21	1,03,42	60,79	62·98	
			1908	**26,524	**4,174	1,60,78	1,14,14	46,64	70·99	
4	(*a*) to (*d*)	East Indian	1904	25,181	12,241	7,87,26	2,66,82	5,20,44	33·89	
			1905	25,938	12,236	7,79,46	2,82,15	4,97,31	36·20	
			1906	28,143	12,517	8,26,07	3,21,75	5,04,32	38·95	
			1907	31,187	13,001	8,37,91	3,35,46	5,02,45	40·04	
			1908	31,767	14,172	8,53,25	3,91,80	4,61,45	45·92	
5	(*a*) to (*i*)	Great Indian Peninsula ...	1904	22,454	5,092	5,86,20	2,92,83	2,93,37	49·96	
			1905	25,293	5,676	6,30,44	3,05,37	3,25,07	48·44	
			1906	27,391	5,859	6,44,02	3,22,01	3,22,01	50·00	
			1907	29,529	5,889	6,88,54	3,65,13	3,23,41	53·03	
			1908	29,357	5,592	6,05,63	3,76,79	2,28,84	62·21	
...	...	Madras ...	1904	13,953	2,748	1,90,53	1,11,29	79,24	58·41	
			1905	14,396	2,822	2,08,41	1,22,39	86,02	58·73	
			1906	15,373	2,891	2,13,90	1,27,09	86,81	59·42	
			1907	17,310	2,969	2,20,60	1,48,04	72,56	67·10	
6	(*a*) and (*b*)	Madras and Southern Mahratta	1908	††25,793	††3,592	1,66,21	1,20,73	45,48	72·64	†† Includes the figures for the metre gauge lines.
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1904	1,476	878	46,53	16,83	29,70	36·17	
			1905	1,583	857	46,26	15,72	30,54	33·98	
			1906	1,707	870	48,33	18,43	29,90	38·13	
			1907	1,945	884	53,01	18,14	34,87	34·22	
			1908	1,828	878	50,38	18,31	32,07	36·34	
8	(*a*) to (*g*) and (*i*) and (*j*).	North Western State—								§ Information not available.
		Commercial Section ...	1904	§	§	6,12,74	2,63,32	3,49,42	42·97	
			1905	§	§	5,99,17	2,81,14	3,18,03	46·92	
			1906	§	§	6,35,58	3,09,24	3,26,34	48·65	
			1907	§	§	7,27,68	3,46,75	3,80,93	47·65	
			1908	§	§	5,74,24	4,21,94	1,52,30	73·48	
		Military Section ...	1904	§	§	46,00	52,19	—6,19	113·47	
			1905	§	§	43,07	43,97	— 90	102·09	
			1906	§	§	50;29	50,83	— 54	101·07	
			1907	§	§	50,96	57,37	—6,41	112·58	
			1908	§	§	53,17	78,72	—25,55	148·05	
		Total ...	1904	25,524	6,431	6,58,74	3,15,51	3,43,23	47·89	§§ Includes the Kalka-Simla line.
			1905	30,017	7,237	6,42,24	3,25,11	3,17,13	50·62	
			1906	33,588	8,051	6,85,87	3,60,07	3,25,80	52·50	
			1907	39,910	8,464	7,78,64	4,04,12	3,74,52	51·90	
			1908	§§40,745	§§8,571	6,27,41	5,00,66	1,26,75	79·80	
9	(*a*) to (*c*)	Oudh and Rohilkhand State ...	1904	9,776	2,541	1,55,60	82,95	72,65	53·31	
			1905	10,797	2,340	1,56,99	92,21	64,78	58·74	
			1906	11,869	2,256	1,68,01	88,53	79,48	52·69	
			1907	13,025	2,486	1,85,80	1,18,24	67,56	63·64	
			1908	12,203	2,425	1,65,38	1,13,21	52,17	68·45	
10	(*a*)	South Indian	1908	¶	¶	57,25	32,00	25,25	‡55·90	¶ Included with the South Indian railway metre gauge section.
		3′ 3⅜″ GAUGE.								
11	(*a*)	Assam-Bengal ...	1904	2,220	361	30,10	28,57	1,53	94·92	‡ See Appendix 38.
			1905	2,476	432	34,83	33,00	1,83	94·75	
			1906	2,732	604	42,20	37,92	4,28	89·86‡	
			1907	3,074	658	48,90	42,50	6,40	86·91‡	
			1908	3,239	607	46,97	46,43	54	98·87‡	

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		3′ 3⅜″ GAUGE—*contd.*								
12	(*a*) & (*b*)	Bengal and North-Western ...	1904	12,910	1,789	1,29,99	51,60	78,39	39·70	
			1905	14,006	1,815	1,23,61	53,31	70,30	43·13	
			1906	15,100	2,089	1,43,83	63,93	79,90	44·45	
			1907	16,855	2,269	1,64,99	73,05	91,94	44·28	
			1908	18,271	2,105	1,61,49	72,93	88,56	45·16	
13	(*a*) & (*b*)	Bengal Dooars	1904	519	171	7,61	3,96	3,65	52·02	
			1905	486	194	8,82	4,35	4,47	49·32	
			1906	453	201	9,93	4,05	5,38	40·79	
			1907	606	144	10,25	5,97	4,28	58·24	
			1908	663	114	10,57	4,09	6,48	38·69	
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1904	1,938	302	22,37	10,56	11,81	47·20	
			1905	2,105	284	22,40	10,99	11,41	49·06	
			1906	2,250	316	23,57	10,98	12,59	46·58	
			1907	2,612	378	27,57	12,68	14,89	45·99	
			1908	2,755	344	28,83	13,20	15,63	45·79	
15	(*a*) & (*b*)	Burma	1904	16,118	2,175	1,51,02	85,32	65,70	56·49	
			1905	16,874	2,480	1,57,76	95,95	61,81	60·82	
			1906	17,610	2,589	1,57,32	98,70	58,62	62·74	
			1907	17,571	2,670	1,67,85	1,07,83	60,02	64·24	
			1908	19,996	3,094	1,88,09	1,11,79	76,30	59·43	
16	(*a*)	Deoghur	1904	281	14	47	32	15	66·89†	
			1905	273	14	45	30	15	65·89†	
			1906	329	15	54	31	23	57·12†	
			1907	316§	21§	56	41	15	72·29†	
			1908	319	20	51	35	16	69·19†	
17	(*a*) & (*b*)	Dibru-Sadiya	1904	339	613	10,04	5,70	4,34	56·75	
			1905	353	642	10,14	5,55	4,59	54·73	
			1906	396	667	10,73	6,40	4,33	59·65	
			1907	416	684	10,99	6,86	4,13	62·42	
			1908	496	636	10,94	6,16	4,78	56·31	
3	(*b*) to (*d*)	Eastern Bengal State ...	1904	*	*	89,55	50,23	39,32	56·09	* Included with the Eastern Bengal State railway (5′ 6″ gauge).
			1905	*	*	89,38	44,68	44,70	49·99	
			1906	*	*	1,09,60	59,23	50,37	54·04	
			1907	*	*	1,06,58	61,48	45,10	57·68	
			1908	*	*	1,18,28	79,61	38,67	67·31	
7	(*c*)	Hyderabad-Godavari Valley...	1904	1,264	349	22,12	14,37	7,75	64·97†	† See Appendix 38.
			1905	1,591	373	29,64	16,35	13,29	55·16†	
			1906	1,803	342	30,33	16,11	14,22	53·12†	
			1907	2,095	312	32,55	14,81	17,74	45·50†	
			1908	2,223	362	32,42	16,80	15,62	51·82†	
18	(*a*) to (*c*)	Jodhpur-Bikaner ...	1904	1,702	439	30,60	13,51	17,09	44·15	
			1905	1,970	471	35,24	14,91	20,33	42·31	
			1906	2,107	587	40,76	18,66	22,10	45·78	
			1907	2,458	530	38,28	19,67	18,61	51·38	
			1908	2,703	518	34,62	19,13	15,49	55·26	
...	...	Southern Mahratta ...	1904	7,158	1,331	1,09,89§	69,79§	40,10§	63·51§	§ Revised figures.
			1905	8,404	1,342	1,16,03§	70,70§	45,33§	60·93§	
			1906	8,991	1,415	1,24,67§	75,61§	49,06§	60·65§	
			1907	10,023	1,556	1,29,04§	83,00§	56,04§	59·70§	
6	(*c*) to (*k*)	Madras and Southern Mahratta	1908	**	**	1,64,93	93,83	71,10	56·89	** Included with the Madras and Southern Mahratta railway (5′ 6″ gauge).
19	(*a*)	Morvi	1904	298	34	3,55	1,66	1,89	46·73†	
			1905	286	49	3,24	1,49	1,75	46·09†	
			1906	295	34	3,08	1,48	1,60	48·11†	
			1907	341	54	4,12	1,56	2,56	37·89†	
			1908	400	75	5,08	2,26	2,82	44·43†	
10	(*d*)	Nilgiri	1904	83	22	2,90	2,24	66	77·20	
			1905	85	23	3,15	2,66	49	84·48	
			1906	91	22	3,20	2,83	37	88·38	
			1907	93	26	3,34	2,84	50	85·02	
			1908	‡	‡	3,36	2,93	43	87·21†	‡Included with the South Indian railway (3′ 3⅜″ gauge).

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		3′ 3⅜″ GAUGE—*concld.*								
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa ...	1904	13,194	2,117	2,41,37	1,14,80	1,26,57	47·56	
			1905	15,223	2,669	2,93,28	1,25,85	1,67,43	42·91	
			1906	16,891	2,691	2,89,52	1,36,96	1,52,56	47·31	
			1907	19,535	2,856	2,97,91	1,48,22	1,49,69	49·75	
			1908	19,741	2,439	2,59,06	1,59,44	99,62	61·55	
20	(*a*) & (*b*)	Rohilkund and Kumaon ...	1904	1,673	439	19,15	8,93	10,22	46·63	
			1905	1,772	441	19,88	10,13	9,75	50·96	
			1906	2,807	502	24,59	12,57	12,02	51·12	
			1907	3,195	634	27,65	12,88	14,77	46·58	
			1908	3,046	783	27,60	14,29	13,31	51·78	
10	(*f*)	Shoranur-Cochin ...	1904	641	97	3,93	1,99	1,94	50·55*	*See Appendix 38.
			1905	647	82	3,87	2,26	1,61	58·29*	
			1906	651	83	3,91	2,35	1,56	60·22*	† Included with the South Indian railway metre gauge section.
			1907	695	96	4,17	2,81	1,36	67·46*	
			1908	†	†	4,44	2,44	2,00	54·88*	
10	(*b*), (*c*), (*e*) and (*g*) to (*i*)	South Indian ...	1904	19,164	3,503	1,34,40	60,62	73,78	45·10	
			1905	19,383	3,105	1,41,03	69,77	71,26	49·47	
			1906	20,351	3,233	1,44,68	81,00	63,68	55·99	‡ Includes the figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.
			1907	23,656	3,589	1,54,57	76,53	78,04	49·51	
			1908	‡31,290	‡4,062	1,57,60	82,92	74,68	52·61	
21	(*a*)	Udaipur-Chitor ...	1904	162	11	1,51	98	53	64·86*	
			1905	257	16	2,08	1,04	1,04	50·19*	
			1906	276	27	2,48	1,12	1,36	45·33*	
			1907	288	23	2,51	1,14	1,37	45·43*	
			1908	284	17	2,39	1,21	1,18	50·59*	
		2′ 6″ GAUGE.								
22	(*a*)	Baraset-Basirhat Light ...	1905	298	2	1,11	55	56	49·93*	The line was opened in 1905.
			1906	412	4	1,51	71	80	47·23*	
			1907	501	3	1,73	87	86	50·26*	
			1908	410	2	1,49	90	59	60·69*	
23	(*a*)	Barsi Light	1904	77	59	1,67	1,02	65	61·09*	
			1905	101	82	2,19	80	1,39	36·39*	
			1906	177	57	2,19	1,09	1,10	49·90*	
			1907	658	82	5,43	3,19	2,24	58·76*	
			1908	506	69	4,31	2,59	1,72	60·08*	
24	(*a*)	Bukhtiarpore-Behar Light ...	1904	298	25	1,14	48	66	41·57*	
			1905	252	19	89	53	36	59·84*	
			1906	274	28	1,11	63	48	56·77*	
			1907	314	21	1,11	65	46	58·45*	
			1908	280	28	1,10	65	45	59·04*	
25	(*a*)	Cutch	1905	3	7	28	7	21	26·63*	The line was opened in 1905.
			1906	9	11	40	20	20	50·54*	
			1907	21	11	43	19	24	44·31*	
			1908	23	10	40	22	18	54·41*	
27	*a*)	Dholpur-Bari ...	1908	39	17	21	32	—11	152·74*	The line was opened in 1908.
8	(*h*)	Kalka-Simla ...	1904	84	25	5,90	3,82	2,08	64·75§	
			1905	97	27	7,52	3,51	4,01	46·73*	
			1906	96	32	7,64	4,57	3,07	59·82*	
			1907	114	47	9,26	5,21	4,05	56·22*	§ Included with the North Western State railway.
			1908	§	§	9,65	6,75	2,90	69·92*	

APPENDIX 12—*concld.*

General results of working each railway system—concld.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		2′ 6″ GAUGE—*concld.*								
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri ...	1905	37	2	13	14	—1	107·69	The second line was opened in 1905 and the first in 1906.
			1906	245	14	79	81	—2	102·53	
			1907	292	15	93	84	9	90·32	
			1908	§	§	91	86	5	94·51	
1	(*d*)	Mourbhanj	1905	30	13	31	22	9	70·01*	The line was opened in 1905.
			1906	64	12	45	23	22	51·17*	
			1907	68	11	44	22	22	50·46*	
			1908	70	16	51	22	29	43·62*	* See Appendix 38.
1	(*e*)	Parlakimedi Light ...	1904	59	7	21	22	— 1	106·29*	
			1905	68	10	27	23	4	83·52*	
			1906	82	7	21	31	—10	145 14*	
			1907	115	8	25	31	— 6	123·10*	
			1908	119	8	26	25	1	96·82*	
20	(*c*)	Powayan Light ...	1904	272	25	78	47	31	60·34*	†Included with the Eastern Bengal State railway (3′3⅜″ and special gauges).
			1905	299	30	93	56	37	60·37*	
			1906	322	32	1,00	60	40	60·34*	
			1907	329	24	87	52	35	60·34*	
			1908	351	22	81	49	32	60·35*	
		Ranaghat-Krishnagar Light	1904	†	†	‡41	‡29	‡12	‡ 70·24	‡Figures shown only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State railway (3′3⅜″ and special gauges).
			1905	†	†	†	†	†	†	
29	(*a*)	Shahdara (Delhi)-Saharanpur Light.	1907	165	14	101	72	29	70·55*	The line was opened in 1907.
			1908	601	45	336	194	142	57·73*	
30	(*a*)	Tarakeshwar-Magra Light ...	1904	472	23	90	62	28	69·28*	§ Included with the South Indian railway metre gauge section.
			1905	456	22	87	65	22	74·81*	
			1906	508	26	1,00	67	33	67·26*	
			1907	551	33	1,10	73	34	68·70*	
			1908	640	30	1,13	83	30	73·04*	
31	(*a*)	Tezpore-Balipara Light ...	1904	149	8	88	71	17	80·45*	
			1905	155	14	1,03	76	27	73·80*	
			1906	156	16	1,15	80	35	69·51*	
			1907	157	15	1,12	83	29	74·05*	
			1908	153	9	89	68	21	76·43*	
		2′ 0″ GAUGE.								
32	(*a*)	Darjeeling-Himalayan ...	1904	139	44	10,45	5,70	4,75	54·53*	
			1905	137	44	9,73	5,63	4,10	57·90*	
			1906	134	44	9,80	5,79	4,01	59·07*	
			1907	145	46	9,50	5,21	4,29	54·81*	
			1908	166	43	9,44	5,23	4,21	55.38	
33	(*a*)	Howrah-Amta Light ...	1904	855	13	2,98	1,42	1,56	47·71*	
			1905	940	17	3,29	1,50	1,79	45·42*	
			1906	993	20	3,51	1,74	1,77	49 45*	
			1907	1,047	16	3,70	1,67	2,03	44·13*	
			1908	1,131	17	3,98	2,02	1,96	50·67*	
34	(*a*)	Howrah-Sheakhala Light ...	1904	346	6	86	47	39	54·63*	
			1905	351	6	88	50	38	56·30*	
			1906	364	7	91	54	37	59·11*	
			1907	392	7	95	56	39	58·81*	
			1908	446	6	101	67	34	66·05*	
35	(*a*)	Jorhat	1904	163	10	74	78	—4	105·17*	
			1905	167	10	79	76	3	96·87*	
			1906	162	15	93	80	13	85·96*	
			1907	185	14	92	91	1	99·43*	
			1908	194	17	101	90	11	88·86*	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	I.		II.							
			Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the public and foreign railways.							
							1. Raw.		2			
									(*a*) Twist and yarn, European.		(*b*) Twist and yarn, Indian.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*) & (*f*) & (*g*)	Bengal-Nagpur	338	7,033	2,286,225	57,51,403	9,900	1,23,831	3,863	23,099	16,563	2,01,287
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	594	12,606	149,830	3,44,120	154,127	14,88,464	411	6,817	15,931	2,26,074
3	...	Eastern Bengal State	1,516	18,570	786,561	7,06,907	3,408	12,753	931	7,946	5,455	44,603
4	...	East Indian	3,297	1,05,456	7,706,457	2,34,11,216	55,847	5,57,150	1,149	32,832	16,734	1,77,769
5	...	Great Indian Peninsula	1,450	55,551	443,739	14,14,030	264,945	59,38,072	16,942	3,05,561	18,961	2,14,330
6	...	Madras and Southern Mahratta	842	13,402	206,148	8,10,720	151,895	12,19,544	8,492	91,553	23,657	2,24,141
7	(*a*) & (*b*)	Nizam's Guaranteed State	118	2,042	358,664	11,34,131	6,858	30,746	4,639	51,055	2,491	34,216
8	(*a*) to (*j*)	North Western State	4,195	96,716	322,903	7,86,757	90,214	10,83,894	1,720	33,012	7,628	1,20,707
9	(*a*) & (*b*)	Oudh and Rohilkhand State	998	13,826	70,047	1,90,183	20,825	82,880	1,973	16,247	6,828	48,175
10	...	South Indian	250	3,630	25,883	43,722	37,694	2,36,315	3,811	36,971	16,593	1,54,600
		3′ 3½″ gauge.										
11	...	Assam-Bengal	232	2,604	47,793	1,70,249	2,802	18,225	215	1,250	756	5,393
12	...	Bengal and North-Western	923	13,228	112,041	2,30,593	1,663	18,708	107	1,291	6,457	79,460
13	...	Bengal Doars	38	414	17,567	64,398	...	1	7	36	74	348
14	...	Bhavnagar-Gondal-Junagad-Porbandar	391	3,630	6,628	7,319	30,305	1,47,514	36	274	1,305	7,503
15	...	Burma	638	10,164	1,376	6,859	8,777	16,769	2,885	55,578	2,271	45,184
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	530,811	4,79,546	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	73	1,070	9,133	37,490	27,366	3,19,884	503	9,309	970	20,274
18	...	Jodhpur-Bikaner	330	3,945	13,864	21,215	14,140	62,551	19	205	979	7,177
19	...	Morvi	8	55	1,103	1,699	3,953	23,968	...	...	80	375
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	907	22,296	136,598	2,04,709	64,146	8,32,646	346	3,370	15,412	3,21,580
20	(*a*) & (*b*)	Rohilkund and Kumaon	350	2,822	2,543	2,960	2,408	6,454	27	133	3,173	14,791
21	...	Udaipur-Chitor	7	52	144	324	1,183	5,037	5	42	38	217
		2′ 6″ gauge.										
22	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
3	...	Barsi Light	9	47	225	256	9,992	23,720	141	477	294	682
24	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	1	1	1,003	2,558	1,900	3,029	82	278	3	11
27	...	Dholpur-Bari Light	2	9	...	...	142	376	...	...	16	44
1	(*d*)	Mourbhanj	2	7	131	259	5	12	...	...	35	97
1	(*e*)	Parlakimedi Light	2	4	...	...	1	1	5	5	286	283
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	13	127	291	514	233	982	1	12	5	8
30	...	Tarakeshwar-Magra Light	...	...	74	76	...	...	1	2	...	...
31	...	Tezpore-Balipara Light	...	...	2,882	7,717	...	...	...	...	...	...
		2′ 0″ gauge.										
32	...	Darjeeling-Himalayan	184	5,565	2,321	21,417	5	141	2	49	156	4,059
33	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
35	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		Total 1908	17,708	3,95,840	13,243,034	3,58,65,395	964,734	1,22,71,67	48,343	6,77,499	163,432	19,62,388
		Total 1907	19,063	4,38,087	12,191,075	3,18,55,101	1,351,440	1,80,77,940	44,622	6,25,423	165,941	19,24,960
		Increase	...	...	1,051,959	40,10,294	...	...	3,721		...	37,428
		Decrease	1,355	42,247	...	...	386,706	58,06,273	...	...	2,509	...

DIX 17.

earnings therefrom during the calendar year 1908.

and is therefore not the same as the total production.]

III.								IV.		V.								Number.
COTTON.						Total.		Chemicals, excepting saltpetre.		DRUGS.								
Manufactured.										1. Intoxicating, other than opium.		2. Non-intoxicating.				Total.		
(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.								(a) Medicinal preparations.		(b) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
7,244	84,474	10,790	1,65,582	323	5,272	48,083	6,08,545	508	8,186	26	507	1,221	17,967	...	...	1,247	18,474	1
12,644	2,57,389	20,084	2,93,505	1,074	21,511	234,271	22,93,760	1,094	17,685	25	671	94	2,553	1,711	29,611	1,830	32,835	2
25,378	2,78,270	7,793	60,893	...	...	43,364	4,04,458	2,102	20,362	53	1,085	408	1,937	831	11,937	992	15,009	3
58,980	14,87,932	6,880	1,09,131	3,948	56,986	142,638	24,21,800	6,547	1,02,755	66	1,152	898	32,229	1,887	33,412	2,701	66,823	4
39,340	12,84,718	21,941	3,81,532	1,441	37,796	363,470	81,62,009	2,080	56,246	81	2,912	266	10,501	2,155	42,252	2,502	55,665	5
13,201	1,53,806	17,609	2,04,801	2,953	29,594	217,807	19,28,499	1,438	15,808	61	730	750	14,980	3,175	32,348	3,986	48,127	6
2,819	40,690	1,400	19,429	69	957	18,273	1,86,093	145	2,481	20	200	102	1,831	833	6,615	955	8,706	7
24,036	6,57,304	29,265	6,23,434	1,318	27,052	154,181	25,57,523	5,180	80,831	303	6,317	654	22,225	8,239	1,26,297	9,196	1,54,839	8
8,009	57,592	5,229	41,615	483	4,282	43,347	2,50,792	1,611	14,241	53	1,469	420	5,970	398	3,397	931	10,935	9
11,406	1,57,092	9,825	96,251	1,380	11,743	80,709	6,92,972	571	9,231	102	574	423	9,428	3,233	26,708	3,758	36,710	10
1,457	19,532	2,473	16,473	29	295	7,762	61,168	376	2,901	4	68	137	2,054	256	1,531	397	3,683	11
20,273	2,03,606	4,996	52,516	498	6,621	33,974	3,66,602	1,758	5,524	80	1,068	106	1,959	13,612	69,318	13,798	72,345	12
542	4,129	226	2,329	...	...	849	6,843	75	952	...	...	14	204	181	2,282	195	2,486	13
897	7,779	1,515	11,668	3	9	34,101	1,74,747	42	559	14	210	36	426	99	805	149	1,441	14
8,786	1,38,707	461	6,814	115	1,912	23,295	2,64,964	131	3,158	...	...	157	3,386	406	5,156	563	8,542	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	337	3,070	337	3,070	...	...	...	...	...	...	336	2,769	336	2,769	17
781	13,377	1,209	17,825	1	17	30,830	3,79,776	15	242	9	174	22	310	25	331	56	815	7
1,593	12,760	3,226	20,978	97	1,155	20,054	1,04,826	104	797	4	44	28	352	441	4,155	473	4,551	18
127	705	170	966	27	159	4,357	26,173	24	143	122	404	9	88	56	370	187	952	19
12,509	2,21,628	13,975	2,30,638	937	21,552	107,325	16,31,414	753	13,297	109	1,961	28	607	1,941	36,277	2,077	38,835	2
824	4,028	1,673	10,768	55	364	8,160	36,543	680	6,150	17	171	56	427	569	4,437	642	5,035	20
264	2,069	278	2,334	6	50	1,774	9,749	1	9	3	32	...	...	52	369	55	401	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
262	958	438	1,208	...	...	11,127	32,135	30	109	...	...	...	1	45	153	45	154	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
170	575	7	23	...	...	2,162	3,916	...	...	...	...	1	2	...	...	1	2	25
6	18	8	22	1	2	173	462	...	...	...	...	...	1	...	...	...	1	27
60	160	5	19	1	4	106	292	4	11	...	...	15	41	...	...	15	44	1
18	19	22	30	...	...	332	338	4	7	...	...	8	10	...	...	8	10	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
527	3,145	11	75	16	83	793	4,305	2	12	1	1	1	4	26	170	28	175	29
52	112	...	...	...	...	53	114	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	20	160	20	160	...	...	...	...	9	64	...	...	9	64	31
374	9,256	125	3,340	23	597	685	17,442	31	689	...	4	97	1,804	25	776	122	2,584	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
262,577	51,11,320	161,674	23,77,312	14,255	2,31,244	1,605,015	2,26,31,430	25,306	3,62,486	1,153	19,863	5,630	1,31,463	40,581	4,41,636	47,364	5,92,962	
257,180	52,34,354	159,533	25,36,910	12,675	2,20,088	1,990,391	2,86,19,675	23,609	3,54,260	1,887	27,778	5,248	1,10,340	47,625	5,14,628	54,760	6,52,746	
...	...	3,141	...	1,580	11,156	...	...	1,697	8,226	...	...	382	21,123	...	...	...	...	
4,603	123,034	...	1,59,598	...	...	385,376	50,88,245	...	...	734	7,915	...	...	7,044	72,992	7,306	59,784	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	VI															
			Dyes and Tans.															
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*)	Bengal-Nagpur . .	...	...	432	5,725	52	1,321	39,814	2,67,893	1,495	7,735	9,125	78,486	659	10,604	51,637	3,71,769
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	1,957	30,039	195	1,270	28	571	248	3,213	879	6,334	2,507	43,264	1,817	28,242	7,631	1,14,033
3	...	Eastern Bengal State .	...	...	559	3,668	63	930	...	...	...	...	4,287	27,389	489	4,897	5,398	36,884
4	...	East Indian . .	265	6,715	1,122	13,279	1,181	25,366	6,500	48,270	4,708	9,006	6,911	1,25,677	5,982	64,785	26,739	2,93,098
5	...	Great Indian Peninsula	2,105	55,556	1,154	27,537	167	3,410	59,461	4,43,124	14,828	70,227	14,331	2,75,375	3,012	38,288	95,058	9,13,517
6	...	Madras and Southern Mahratta.	900	11,016	311	2,724	1,130	12,332	13,442	55,732	38,610	2,15,466	27,820	1,81,770	1,524	12,795	83,737	4,91,835
7	(*a*) & (*b*)	Nizam's Guaranteed State.	290	3,338	84	628	8	160	209	1,014	2,212	11,118	1,796	18,607	138	1,627	4,737	36,492
8	(*a*) to (*j*)	North Western State .	527	16,725	63	583	1,270	25,102	295	2,367	1,315	5,366	5,504	71,841	6,541	88,408	15,515	2,10,392
9	(*a*) & (*b*)	Oudh and Rohilkhand State.	92	723	370	3,028	61	485	196	792	823	2,369	1,947	21,375	323	4,405	3,722	33,177
10	...	South Indian .	614	6,900	224	1,825	327	2,956	1,224	6,096	6,482	38,647	8,995	64,966	1,656	15,822	19,522	1,37,212
		3′ 3½″ gauge.																
11	...	Assam-Bengal . .	...	...	29	144	...	...	1	3	9	44	161	1,981	21	393	221	2,565
12	...	Bengal and North-Western.	124	1,312	1,361	17,810	409	2,890	141	1,164	3,774	5,370	2,927	24,466	889	7,380	9,625	60,392
13	...	Bengal Doors . .	...	...	...	...	...	...	...	...	...	...	44	275	119	959	163	1,234
14	...	Bhavnagar Gondal-Junagad-Porbandar.	102	697	8	46	5	59	55	223	17	68	247	1,339	293	1,604	727	4,036
15	...	Burma . .	2	25	2,117	21,748	...	6	67	989	697	5,492	1,150	8,373	137	1,502	4,190	38,135
16	...	Deoghur . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley.	16	242	42	402	30	567	34	175	510	2,063	354	4,861	77	863	1,063	9,173
18	...	Jodhpur-Bikaner .	35	312	2	18	87	1,278	58	268	1,005	5,735	297	1,908	2,439	9,400	3,923	18,919
19	...	Morvi	6	34	1	4	...	6	1	2	54	196	12	53	24	157	98	452
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa .	1,324	43,961	208	2,078	163	3,690	351	3,548	1,948	11,848	3,975	42,327	2,492	25,429	10,961	1,32,881
20	(*a*) & (*b*)	Rohilkund and Kumaon.	2	16	394	2,079	3	14	39	185	3,039	6,421	583	3,412	76	391	4,136	12,518
21	...	Udaipur-Chitor . .	19	127	1	6	2	26	3	16	2	19	52	378	31	239	110	811
		2′ 6″ gauge.																
22	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	...	Barsi Light . . .	7	21	46	120	...	2	12	28	149	464	433	1,219	74	237	721	2,091
24	...	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	3	8	...	...	...	...	3	24	...	...	13	35	51	139	70	206
27	...	Dholpur-Bari Light .	...	2	...	...	...	...	...	...	...	...	2	8	2	3	4	13
1	(*d*)	Mourbhanj . . .	...	...	2	5	...	...	116	266	336	928	13	37	3	10	470	1,246
1	(*e*)	Parlakimedi Light .	...	...	1	2	...	...	176	181	6	6	80	65	...	...	263	254
20	(*c*)	Powayan Light . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	1	6	15	1	4	...	...	61	361	3	12	71	393
30	...	Tarakeshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
32	...	Darjeeling-Himalayan .	...	...	5	88	...	...	...	...	...	...	3	65	32	686	40	839
33	...	Howrah-Amta Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1903 .	8,890	1,73,669	8,861	1,04,818	4,992	81,186	122,377	8,35,582	82,898	4,04,922	93,630	9,99,813	28,904	3,19,477	350,552	29,24,567
		Total 1907 .	8,966	1,80,330	9,074	98,911	6,309	1,05,365	73,852	5,21,344	78,261	2,92,698	83,036	8,60,026	27,891	2,95,517	287,389	24,63,191
		Increase .	...	...	...	5,907	...	...	48,525	3,14,238	4,637	12,224	10,594	1,30,887	1,013	23,960	63,163	4,61,376
		Decrease .	76	1,661	213	...	1,317	24,179	...	...	...	...	...	...	...	...	...	...

DIX 17—*continued.*

earnings therefrom during the calendar year 1908.

and is therefore not the same as the total production.]

VII						VIII.		(IX.—*Continued on following page.*)								Number.
Fodder.								Grain and Pulse,								
(1) Oil-cake.		(2) Hay, straw and grass.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,741	29,981	8,274	32,696	14,015	62,677	13,599	84,082	56,043	3,58,733	8,499	44,252	95,201	3,21,338	227,347	15,77,454	1
6,613	44,149	83,292	3,69,350	89,905	4,13,499	29,506	1,36,778	86,541	4,90,245	66,735	2,41,636	10,913	36,790	82,073	5,54,357	2
13,497	32,425	20,845	37,113	34,342	69,538	14,877	64,691	58,900	1,90,753	...	...	142,373	4,28,943	158,814	5,07,469	3
52,931	2,09,221	31,956	1,46,717	84,887	3,55,938	13,153	1,47,016	249,925	14,81,207	55,458	2,38,061	62,540	2,45,691	482,949	35,98,211	4
16,512	1,11,522	72,696	3,77,971	89,208	4,89,493	26,457	2,21,549	165,733	15,35,324	265,760	25,70,463	3,575	12,100	107,522	8,60,149	5
21,461	89,227	15,865	87,667	37,326	1,76,894	46,786	2,98,742	128,632	7,26,465	109,889	6,45,381	174,911	7,67,312	247,868	10,81,174	6
1,358	7,516	6,978	37,648	8,336	45,164	3,621	28,768	19,323	94,152	31,288	1,50,094	4,499	6,577	34,654	1,95,620	7
31,590	70,123	54,539	1,82,784	86,129	2,52,907	37,557	2,91,209	341,251	21,71,228	200,782	12,00,081	33,056	1,10,227	135,620	8,50,656	8
11,536	36,334	23,407	42,677	34,943	79,011	12,371	54,666	125,939	5,32,432	61,448	2,31,721	7,122	26,930	113,909	4,22,520	9
43,214	1,69,456	1,549	7,387	44,763	1,76,843	59,857	3,32,952	90,151	4,19,096	25,120	1,11,670	128,038	4,33,584	184,252	6,89,076	10
4,294	17,598	916	5,895	5,210	23,493	1,970	12,757	5,104	31,569	4	177	11,428	40,701	58,540	3,03,899	11
12,250	32,705	13,022	53,088	25,272	85,793	63,571	1,38,602	102,184	4,66,519	21,477	1,24,283	107,720	5,49,390	180,794	8,01,085	12
322	2,628	270	1,773	592	4,401	214	1,694	4,665	15,886	...	...	2,266	3,998	4,941	16,150	13
634	3,556	1,539	5,096	2,173	8,652	3,319	22,086	5,114	19,831	23,746	1,13,272	168	435	11,269	42,824	14
1,824	10,236	2,059	5,135	3,883	15,371	41,631	3,02,828	27,244	2,23,801	79	846	726,275	32,67,557	141,248	7,18,319	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	1,354	8,452	...	...	...	...	16,219	65,898	17
573	2,516	1,049	4,321	1,622	6,837	778	11,526	9,394	62,982	62,002	4,17,344	196	245	22,474	1,22,863	7
270	745	4,389	9,307	4,659	10,052	1,716	8,393	23,069	74,412	36,524	1,68,052	1,180	3,067	10,120	79,941	18
10	36	209	852	219	888	901	4,850	1,207	3,527	7,401	19,914	308	768	311	767	19
6,340	25,400	21,458	82,974	27,798	1,08,374	29,977	2,12,393	164,604	13,53,742	79,465	6,11,815	2,078	8,262	53,824	3,11,673	2
561	1,483	11,726	44,449	12,287	45,932	5,180	36,730	28,289	81,255	20,272	49,491	3,334	10,269	23,127	60,725	20
22	91	40	100	62	191	129	740	728	3,034	132	481	2	11	798	3,044	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
99	260	15	50	114	310	100	315	3,190	8,179	16,696	42,309	398	905	1,387	3,332	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	20	51	274	743	372	961	1	2	839	2,280	25
7	15	365	215	372	230	17	38	190	322	81	116	...	1	144	241	27
1	3	59	135	60	138	52	149	81	224	1	2	428	658	1,122	2,202	1
...	...	4	5	4	5	263	147	431	321	2	1	837	499	333	266	1
...	...	...	...	...	...	...	...	1,210	1,718	...	...	...	...	...	...	20
1,292	2,652	66	150	1,358	2,802	301	979	5,050	10,442	1,469	2,358	306	654	1,072	3,678	29
1,142	1,725	7	8	1,149	1,733	986	970	27	24	...	...	1,553	1,879	31	43	30
926	2,811	...	...	926	2,81	...	...	300	1,366	...	...	325	1,515	...	...	31
53	587	18	208	71	795	27	648	1,201	10,157	...	...	24	147	8,527	97,240	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
235,073	9,05,001	376,612	15,35,771	611,685	24,40,772	408,936	24,16,949	1,707,357	1,03,78,141	1,094,702	69,84,781	1,521,055	62,91,055	2,321,218	1,29,73,656	
212,246	9,02,438	355248	15,73,122	567,494	24,75,560	324,759	20,13,612	2,087,259	1,42,14,554	1,319,287	79,86,183	1,785,712	79,01,441	2,079,906	1,07,59,054	
22,827	2,583	21,364	...	44,191	...	84,177	4,03,337	...	...	...	...	...	...	241,312	22,14,602	
...	...	...	37,351	...	34,788	...	...	379,902	38,36,413	224,585	10,01,402	2,64,657	16,10,386	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	IX								Hides	
			GRAIN AND PULSE—*concld.*									
			(5) Wheat.		(6) Wheat flour.		(7) Others.		Total.		(a) Dressed or tanned.	
Main hea.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), & (*f*) & (*g*)	Bengal-Nagpur	35,835	2,97,285	6,124	33,348	19,202	75,895	448,251	27,11,905	...	...
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	40,162	1,85,134	7,254	52,461	16,824	83,172	310,502	16,44,295	146	1,277
3	...	Eastern Bengal State	2,664	10,812	11,894	85,729	9,867	32,346	384,551	12,50,052	...	...
4	...	East Indian	186,726	14,58,974	47,699	3,55,730	119,107	5,73,023	1,204,404	79,50,897	339	2,957
5	...	Great Indian Peninsula	114,453	9,12,660	18,572	1,32,938	37,085	2,40,677	712,700	62,64,311	77	1,866
6	...	Madras and Southern Mahratta	15,748	1,03,545	8,019	77,438	93,641	5,42,182	778,708	39,43,497	512	6,051
7	(*a*) & (*b*)	Nizam's Guaranteed State	4,577	23,093	1,944	10,900	1,368	4,820	97,653	4,95,256	...	7
8	(*a*) to (*f*)	North Western State	596,853	48,90,735	73,483	3,21,920	98,446	6,00,726	1,479,491	1,01,54,573	209	1,939
9	(*a*) & (*b*)	Oudh and Rohilkhand State	100,615	5,44,456	20,611	1,01,117	96,254	5,71,996	525,988	24,11,172	...	...
10	...	South Indian	1,322	7,952	3,451	24,989	38,128	1,65,809	470,462	18,52,176	1,430	16,207
		3′ 3½″ gauge.										
11	...	Assam-Bengal	86	546	1,474	10,250	94	510	76,730	3,87,652	...	...
12	...	Bengal and North-Western	28,113	112,130	5,052	31,814	208,778	10,68,019	654,118	31,53,240	8	83
13	...	Bengal Dooars	11	37	623	3,750	476	1,858	12,982	41,679	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar	15,894	61,315	268	1,500	9,672	40,590	66,131	2,79,767	17	3
15	...	Burma	2,180	10,145	6,329	54,355	3,134	26,628	906,489	43,01,651	38	347
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	636	4,542	18,409	78,892	...	...
7	(*e*)	Hyderabad-Godavari Valley	2,616	26,398	293	2,240	147	1,321	97,122	6,33,393	1	8
18	...	Jodhpur-Bikaner	17,926	98,791	1,787	6,595	21,486	71,880	121,092	5,02,739	11	106
19	...	Morvi	7,116	19,821	203	864	2,332	6,001	18,878	51,662	...	...
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	102,143	6,88,396	9,128	58,395	98,763	6,95,527	5,10,005	37,27,810	15	173
20	(*a*) & (*b*)	Rohilkund and Kumaon	17,430	42,918	2,245	7,848	56,116	1,67,754	150,813	4,20,260	...	...
21	...	Udaipur-Chitor	1,352	5,524	52	284	3,188	12,183	6,252	24,561	...	...
		2′ 6″ gauge.										
22	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
23	...	Barsi Light	748	1,837	41	112	76	185	22,536	66,859	...	...
24	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	441	1,138	24	68	23	66	1,974	5,258	...	...
27	...	Dholpur-Bari Light	43	71	6	13	264	471	723	1,235	...	...
1	(*d*)	Mourbhanj	...	...	52	149	...	...	1,684	3,236	...	...
1	(*e*)	Parlakimedi Light	20	19	10	9	154	106	1,787	1,221	...	...
20	(*e*)	Powayan Light	928	1,512	...	...	2,384	3,689	4,522	6,919	...	...
29	...	Shahadara (Delhi)-Saharanpur Light	6,151	24,530	127	331	2,618	3,428	16,793	45,421	136	860
30	...	Tarakeshwar-Magra Light	...	...	138	154	...	...	1,749	2,100	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	625	2,881	...	...
		2′ 0″ gauge.										
32	...	Darjeeling-Himalayan	...	6	1,241	21,151	214	4,107	11,237	1,32,808	...	...
33	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
35	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		Total 1908	1,302,183	95,29,780	228,144	13,99,452	940,707	49,88,511	9,115,366	5,25,45,376	2,939	31,834
		Total 1907	2,631,875	2,59,41,958	273,399	17,75,585	1,100,906	72,42,483	11,278,344	7,58,21,258	2,495	22,786
		Increase	...	...	...	...	...	...	...	...	444	9,048
		Decrease	1,329,692	1,64,12,178	45,255	3,76,133	160,199	22,53,972	2,162,978	2,32,75,882	...	...

DIX 17—*continued.*

earnings therefrom during the calendar year 1908.

and is therefore not the same as the total production.]

X								XI.		XII.		XIII.						Number.
HIDES AND SKINS.								Horns.		Hemp (Indian) and other fibres excluding jute.		JUTE.						
(1) OF CATTLE.		(2) SKINS OF SHEEP, ETC.				TOTAL.						(1) Raw.		(2) Gunny bags and cloth.		TOTAL.		
(b) Raw.		(a) Dressed or tanned.		(b) Raw.														
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs	Tons.	Rs.	Tons.	Rs.	
11,208	1,20,562	...	...	1,609	9,606	12,817	1,30,168	505	4,103	7,405	41,955	19,891	33,944	20,008	1,79,446	39,899	2,13,390	1
1,416	15,176	40	518	2,395	23,914	3,997	40,885	147	1,833	2,856	27,524	158	1,513	11,683	80,825	11,841	82,338	2
15,382	1,13,641	...	...	1,506	10,227	16,888	1,23,868	312	1,090	19,399	34,711	1,081,873	68,38,049	21,957	86,612	1,103,830	69,24,660	3
25,820	4,02,033	34	247	12,027	1,61,002	38,220	5,66,239	608	8,332	33,111	1,97,931	156,443	7,04,975	42,727	5,63,232	199,170	12,68,207	4
6,226	1,07,053	34	1,140	12,747	1,67,185	19,084	2,77,244	1,460	20,851	11,509	1,33,724	414	5,479	27,111	2,68,485	27,525	2,73,964	5
6,969	59,347	1,899	22,246	31,998	2,75,500	41,369	3,63,144	1,341	10,970	4,367	3 1,498	2,979	14,587	30,785	2,03,320	33,764	2,17,887	6
541	5,385	...	3	2,720	24,373	3,261	29,768	240	1,847	914	9,913	26	387	2,747	20,647	2,773	21,034	7
9,684	1,04,748	209	2,293	10,780	1,35,688	20,882	2,44,668	437	3,085	800	7,544	263	2,589	40,737	3,41,825	41,000	3,47,414	8
6,619	46,317	...	...	3,186	13,573	9,805	59,890	482	2,252	5,831	16,111	1,047	6,219	9,224	52,938	10,271	59,157	9
4,936	35,989	1,596	20,540	7,604	52,405	15,616	1,25,141	338	2,335	4,738	34,082	137	700	17,877	1,04,045	18,014	1,04,745	10
666	8,259	...	...	22	176	689	8,434	6	76	790	2,821	117,803	2,70,088	1,241	6,139	119,044	2,76,227	11
7,129	52,127	5	26	4,211	18,913	11,353	71,099	116	790	5,146	28,567	8,687	51,575	16,458	1,04,436	25,145	1,56,011	12
221	1,389	...	...	4	17	225	1,406	...	...	6	34	21,125	67,001	230	1,154	21,355	68,155	13
227	1,843	...	...	363	3,415	607	5,266	9	235	13	123	1	7	1,809	8,393	1,810	8,400	14
2,838	28,193	1	19	27	251	2,904	28,810	34	480	3	28	9	108	17,882	68,005	17,891	68,113	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
261	2,936	...	...	562	5,811	824	8,755	66	890	71	808	...	...	3,141	28,038	3,141	28,038	7
772	7,211	12	65	675	5,160	1,470	12,542	3	19	149	487	10	60	3,109	11,115	3,119	11,175	18
68	420	...	...	60	458	128	878	2	11	33	163	...	1	244	934	241	935	19
3,506	41,873	4	32	4,266	48,547	7,791	90,625	81	738	4,251	41,566	470	6,540	14,789	1,00,172	15,259	1,06,712	2
1,478	7,020	...	...	378	1,086	1,856	8,706	89	408	4,260	13,467	53	182	2,466	8,809	2,519	8,991	20
26	118	...	...	190	957	216	1,075	...	1	9	61	1	5	128	625	129	630	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
81	109	...	...	84	215	115	324	7	34	26	123	...	...	1,308	3,555	1,308	3,555	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	1	5	38	123	4	9	66	172	70	181	25
12	23	...	...	...	1	12	29	...	...	7	19	...	...	19	40	19	40	27
25	68	...	...	9	27	34	95	1	1	...	...	1	4	30	84	31	88	1
179	158	...	...	47	41	226	199	13	11	1	1	3	3	35	47	38	50	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	8	10	139	876	1	3	2	5	11	37	303	995	314	1,032	29
25	57	...	...	...	...	25	57	...	...	...	...	698	1,006	...	...	698	1,006	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
253	3,264	...	...	3	36	256	3,300	9	178	...	15	...	27	120	1,774	120	1,801	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
106,559	11,65,328	3,834	47,129	97,476	9,59,200	210,808	22,03,491	6,398	60,578	105,734	6,13,401	1,412,107	80,05,074	288,231	22,48,862	1,700,341	1,02,53,936	
101,699	10,90,935	4,231	54,311	101,408	9,65,603	209,533	21,33,635	6,129	58,426	107,684	7,29,052	1,291,794	73,03,163	362,297	30,20,106	1,654,091	1,03,23,269	
4,860	74,393	...	...	...	...	975	69,856	269	2,152	...	...	120,313	7,01,911	...	...	46,250	...	
...	...	397	7,182	3,932	6,403	...	...	...	...	1,950	1,06,648	...	...	74,063	7,71,244	...	69,333	

APPEN

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	XIV.		XV.									
			Lac.		LEATHER.									
					(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	15,216	1,50,415	1,160	9,515	...	...	1,160	9,515	643	5,507	2,731	21,233
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	177	1,004	1,437	14,885	761	13,306	2,198	28,191	1,173	14,218	5,947	41,311
3	...	Eastern Bengal State	1,860	10,574	7	43	1	4	8	47	453	5,358	1,231	17,126
4	..	East Indian	31,235	4,53,603	1,181	45,271	894	13,747	2,075	59,018	5,581	56,905	3,618	90,004
5	..	Great Indian Peninsula	834	9,429	847	10,328	1,042	21,501	1,889	31,829	5,975	77,810	7,593	85,809
6	...	Madras and Southern Mahratta	300	2,716	4,492	43,840	3,002	34,519	7,494	78,359	4,946	43,407	8,402	63,153
7	(*a*) & (*b*)	Nizam's Guaranteed State	16	202	1,065	14,284	86	632	1,151	14,916	1,549	14,957	241	3,979
8	(*a*) to (*j*)	North Western State	859	13,320	2,491	36,911	1,255	21,598	3,746	58,509	7,119	1,11,924	6,572	1,48,297
9	(*a*) & (*b*)	Oudh and Rohilkhand State	348	2,228	21	108	140	1,283	161	1,391	4,126	18,133	1,583	20,979
10	...	South Indian	371	2,474	108	1,171	76	780	184	1,951	2,232	25,986	5,080	51,290
		3′ 3½″ gauge.												
11	...	Assam-Bengal	1,113	10,850	...	...	6	107	6	107	198	1,642	821	6,382
12	...	Bengal and North Western	2,287	13,579	96	404	187	1,472	283	1,876	57	408	257	3,292
13	...	Bengal Dooars	21	90	...	...	...	...	...	...	8	108	47	739
14	...	Bhavnagar-Gondal-Junagad-Porbandar	13	71	227	1,802	11	84	238	1,886	11	116	159	1,933
15	...	Burma	1,179	18,185	71	843	59	954	130	1,797	2,949	27,593	866	13,852
16	...	Deoghur	...	...	...	...	..	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	14	117	16	157	38	669	54	826	13	65	37	551
18	...	Jodhpur-Bikaner	170	697	419	3,708	142	1,506	561	5,214	41	366	60	781
19	...	Morvi	14	56	...	...	51	329	51	328	2	8	48	330
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa	630	5,941	1,140	12,077	216	4,876	1,356	17,553	1,642	17,184	1,943	28,695
20	(*a*) & (*b*)	Rohilkund and Kumaon	211	949	3	13	41	292	44	305	824	4,480	193	1,593
21	...	Udaipur-Chitor	...	3	8	41	1	15	9	56	...	4	8	94
		2′ 6″ gauge.												
22	..	Barasat-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...
23	...	Barsi Light	4	13	...	...	35	146	35	146	...	...	41	139
24	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	...	...	5	12	5	15	10	27	...	...	...	...
27	...	Dholpur-Bari Light	...	...	...	...	...	...	...	...	...	...	...	...
1	(*d*)	Mourbhanj	1	4	...	...	...	...	...	...	...	...	...	...
1	(*e*)	Parlakimedi Light	...	...	9	7	...	...	9	7	1	2	51	39
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	1	3	14	2	6	5	20	5	13	9	37
30	...	Tarakeshwar-Magra Light	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	17	105
		2′ 0″ gauge.												
32	...	Darjeeling-Himalayan	4	78	3	74	5	119	8	193	523	5,789	237	6,077
33	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhula Light	...	...	...	...	...	...	...	...	...	...	...	...
35	..	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1908	56,877	6,96,499	14,803	1,96,138	8,056	1,17,950	22,865	3,14,097	40,071	4,31,983	48,382	6,08,784
		TOTAL 1907	56,761	6,91,227	17,614	2,31,714	7,125	1,34,953	24,739	3,66,667	47,331	4,47,650	52,424	6,42,017
		INCREASE	116	5,272	...	...	931	...	...	...	...	...	...	...
		DECREASE	...	...	2,805	35,576	...	16,994	1,874	52,570	7,260	15,667	4,042	33,233

DIX 17—*continued.*

therefrom during the calendar year 1908.

and is therefore not the same as the total production.]

XVI.				XVII—(*contd. on following page*).																Number.
LIQUORS.				METALS.																
(3) All other sorts, including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.		(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.								
												Unwrought (dust, slag, pig and old for re-manufacture).		Wrought.						
														(a) Bars sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures, including hardware and cutlery.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	3,374	26,740	369	3,677	1,435	16,113	181	1,790	280	3,521	1,345	9,067	13,553	1,37,720	4,109	55,741	5,213	82,967	1
782	4,600	7,002	60,129	1,036	25,978	1,466	17,306	1,083	14,703	543	8,302	1,332	9,795	33,130	3,66,550	13,119	1,79,731	5,998	79,905	2
...	...	1,684	22,484	463	4,536	3,054	29,952	8	50	96	878	408	380	44,490	3,08,721	4,704	16,924	15,277	87,222	3
146	922	9,345	1,47,921	1,394	21,722	7,519	90,153	261	6,823	831	16,188	25,342	1,20,411	62,049	6,33,575	11,311	1,24,891	26,448	3,31,894	4
88	579	13,646	1,64,288	4,387	85,051	2,381	40,660	1,921	35,666	906	15,052	2,053	19,304	53,108	7,82,290	12,662	2,24,344	13,368	2,58,281	5
13,462	66,146	26,810	1,72,706	801	7,697	3,524	31,077	501	5,539	1,437	25,798	931	6,963	30,301	2,54,541	7,634	70,038	21,642	2,00,237	6
2,694	13,353	4,484	32,289	232	1,965	351	4,134	177	1,067	99	1,268	169	994	4,453	36,272	1,187	15,357	1,2 9	14,057	7
741	8,656	14,433	2,68,877	970	12,694	1,872	27,389	916	10,105	833	13,669	3,090	19,693	53,419	8,17,136	4,525	73,836	12,133	1,90,861	8
...	...	5,709	39,112	516	3,164	2,350	14,477	34	325	147	998	1,257	5,779	8,290	42,126	1,808	9,158	14,336	77,962	9
1,702	7,424	9,614	84,700	1,270	11,497	2,219	22,218	329	1,502	438	4,207	2,697	15,883	16,993	1,35,624	2,603	25,928	8,301	89,156	10
...	...	1,019	8,024	...	...	338	3,074	...	...	6	48	15	58	6,933	39,608	856	11,295	2,989	31,075	11
...	...	314	3,700	576	4,691	1,529	13,228	6	68	142	1,538	340	1,979	7,336	40,661	484	4,387	7,643	55,003	12
...	...	55	847	5	39	106	528	...	...	...	...	11	63	1,546	10,946	192	3,489	1,086	13,651	13
...	...	170	2,049	75	524	605	2,861	73	544	307	1,994	10	30	1,437	8,101	603	2,202	1,502	9,137	14
197	1,110	4,012	42,555	39	446	292	4,042	67	926	69	1,029	283	904	16,230	1,03,225	2,918	34,959	7,647	64,725	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
239	2,449	239	2,449	...	...	...	...	...	...	...	...	3,361	26,162	...	..	...	...	...	...	17
325	1,994	375	2,610	19	213	301	3,425	1	9	28	394	7	68	1,819	19,143	476	4,322	1,516	17,548	7
25	128	126	1,275	156	980	133	1,397	53	312	43	383	119	545	4,392	19,787	630	3,300	1,000	6,910	18
...	...	50	338	...	...	31	180	...	...	6	41	...	...	571	2,687	40	212	203	1,058	19
21	129	3,606	46,208	2,151	41,618	1,973	20,521	1,024	21,777	272	3,295	1,598	10,883	19,715	1,83,832	3,233	40,876	5,456	61,711	2
...	...	1,017	6,063	75	433	564	3,426	11	82	54	372	300	1,265	1,751	8,255	322	1,443	1,539	9,434	20
...	...	8	98	1	7	12	75	...	5	4	28	16	93	91	600	5	20	168	1,053	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	41	139	...	...	143	533	...	...	65	211	2	5	1,627	4,545	96	448	180	616	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	3	9	8	21	2	7	9	20	94	250	162	440	...	...	82	225	25
...	...	...	...	...	...	5	12	...	...	...	...	39	96	19	18	...	1	14	31	27
...	...	...	...	...	...	15	45	...	...	...	...	17	43	66	171	17	50	36	102	1
...	...	52	41	1	2	5	8	1	1	...	...	21	20	140	108	5	5	11	10	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	14	50	2	9	74	267	...	...	...	...	29	60	268	753	21	85	495	1,918	29
...	...	...	...	...	...	5	8	...	...	...	...	...	...	1	1	...	...	13	18	30
...	...	17	105	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	760	12,460	8	204	27	672	15	390	11	299	47	1,069	238	5,554	64	1,307	475	10,511	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
20,422	1,07,490	108,875	11,48,257	15,449	2,26,966	32,337	3,47,802	6,664	1,01,691	6,656	99,533	44,932	2,51,852	384,126	39,62,990	73,484	9,04,348	156,390	16,97,278	
18,331	1,02,353	118,186	11,92,020	10,629	1,38,796	27,727	2,91,463	2,871	44,623	5,450	71,814	43,933	2,53,845	384,651	40,76,109	89,422	11,18,100	144,477	16,26,048	
1,991	5,137	...	...	4,820	88,180	4,610	56,339	3,793	57,068	1,206	27,719	999	...	...	...	...	...	11,913	71,23	
...	..	9,311	43,763	...	...	...	...	...	...	...	...	...	1,993	525	1 13,11	15,938	2,13,752	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	XVII—*concluded.* Metals—*concluded.* (6) Metallic ores.		(7) Others.		Total.		XVIII. Mineral substances. (1) Marble and stone.		(2) Chalk and lime.		(3) Others.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*) & (*f*) & (*g*)	Bengal-Nagpur	438,469	6,26,887	2,492	36,502	467,436	9,73,985	39,988	65,900	51,977	2,10,194	207	1,268
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	36,481	1,35,131	3,181	39,796	98,269	8,77,197	118,116	1,94,705	20,226	29,816	227	2,152
3	...	Eastern Bengal State	...	...	15,103	45,489	63,603	4,94,152	23,702	24,050	23,627	42,323	...	...
4	...	East Indian	21,135	25,739	7,180	1,24,856	163,470	14,96,252	211,434	5,23,679	134,144	7,43,088	1,337	29,087
5	...	Great Indian Peninsula ...	315,847	23,25,348	2,887	54,469	409,419	38,40,465	174,910	4,69,804	30,347	56,684	15	55
6	...	Madras and Southern Mahratta ...	81,669	4,64,594	4,443	35,263	152,913	11,01,747	133,925	2,86,302	20,758	35,835	4,935	6,952
7	(*a*)&(*b*)	Nizam's Guaranteed State ...	1	8	410	4,944	8,308	79,956	27,145	75,267	454	2,214	...	1
8	(*a*)to (*j*)	North Western State	4,508	41,705	3,633	61,100	85,899	12,68,188	234,745	3,20,361	78,957	1,62,256	163	551
9	(*a*)& (*b*)	Oudh and Rohilkhand State ...	...	...	988	5,773	29,726	1,59,762	66,069	82,555	24,179	27,880	19,232	14,956
10	...	South Indian	169	1,052	3,076	30,137	38,185	3,38,104	262,526	2,49,360	10,684	42,632	2,752	6,486
		3′ 3½″ gauge.												
11	...	Assam-Bengal	...	...	1,143	11,768	12,280	96,926	33,244	66,389	2,504	7,704	...	1
12	...	Bengal and North-Western ...	...	3	3,212	23,267	21,268	1,44,825	22,867	36,019	11,021	35,010	67	353
13	...	Bengal Dooars	...	...	604	8,401	3,550	37,116	...	...	508	2,866	456	5,876
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	8	27	223	1,404	4,843	26,824	97,505	93,604	1,173	3,483	7	40
15	...	Burma	9	214	393	4,449	27,977	2,14,919	75,913	82,949	20,652	94,031	425	9,524
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	899	7,499	4,260	33,652	519	306	2,029	4,945	19	66
7	(*c*)	Hyderabad-Godavari Valley ...	...	...	150	1,385	4,247	46,507	2,273	8,666	86	513	5	43
18	...	Jodhpur-Bikaner	1	16	476	3,815	7,003	37,445	16,301	36,801	18,010	24,553	6	64
19	...	Morvi	...	...	39	227	890	4,405	24,477	18,233	37	99	...	...
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	19,858	25,835	2,911	30,571	58,191	4,49,819	69,892	1,94,904	10,506	20,803	195	1,975
20	(*a*) & (*b*)	Rohilkund and Kumaon ...	1	3	221	994	5,138	25,707	7,033	7,010	2,622	3,147	...	...
21	...	Udaipur-Chitor	...	...	33	249	330	2,130	982	2,430	18	52	...	...
		2′ 6″ gauge.												
22	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...
23	...	Barsi Light	...	...	35	135	2,148	6,493	417	1,047	2	6	...	...
24	...	Bukhtiarpore-Behar Light ...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	...	...	24	64	384	1,036	25	57	9	25	...	...
27	...	Dholpur-Bari Light	...	...	4	11	81	169	13,426	3,887	8	15	...	...
1	(*d*)	Mourbhanj	...	...	2	6	153	417	3	5	7	18	6	17
1	(*e*)	Parlakimedi Light	...	...	25	42	209	196	1	1	12	8	...	...
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	27	105	914	3,197	375	1,026	354	1,009	...	...
30	...	Tarakeshwar-Magra Light ...	...	...	6	14	25	41	22	28	5	7	...	...
31	...	Tezpore-Balipara Light ...	...	...	163	1,311	163	1,311	...	...	...	...	52	230
		2′ 0″ gauge.												
32	...	Darjeeling-Himalayan	29	510	165	3,331	1,079	23,847	703	1,046	673	6,319	...	...
33	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1908 ...	918,185	36,47,972	54,138	5,46,368	1,692,361	1,17,86,790	1,658,538	28,54,481	465,589	15,57,533	30,105	79,697
		TOTAL 1907 ...	1,063,268	43,01,169	56,618	5,54,250	1,829,046	1,24,76,217	1,562,902	28,98,580	434,199	15,05,565	60,842	69,029
		INCREASE ...	...	...	...	...	...	...	95,636	...	31,390	151,968	...	...
		DECREASE ...	145,083	6,53,197	2,480	7,882	136,685	6,89,427	...	44,099	...	...	30,737	10,232

DIX 17—*continued.*

the earnings therefrom during the calendar year 1908.

and is therefore not the same as the total production.]

Total.		XIX. Oils.												Numbers.
		(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		(5) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
92,172	2,77,362	32,435	3,35,208	2,615	16,873	1,187	9,444	3,111	23,591	1,974	15,721	41,322	4,00,897	1
138,569	2,26,673	22,738	2,36,032	3,202	28,794	825	10,439	443	1,932	5,002	50,041	32,210	3,27,238	2
47,329	66,373	163,540	4,35,242	152	1,052	1,653	17,449	8,486	54,030	1,891	6,074	175,722	5,13,847	3
346,915	12,94,854	84,379	7,93,770	2,201	19,675	2,717	23,839	7,851	65,579	4,245	53,957	101,393	9,56,820	4
205,272	5,26,543	63,725	9,10,225	1,282	13,929	3,004	54,963	22	378	11,725	1,35,914	79,758	11,15,409	5
159,618	3,20,179	68,840	4,95,561	3,713	17,049	5,959	39,739	45	271	16,696	1,15,998	95,253	6,68,608	6
27,590	77,482	7,208	53,238	455	2,957	112	1,445	...	5	778	8,196	8,553	65,841	7
313,865	4,92,168	38,559	7,50,114	903	11,270	1,657	20,651	1,144	8,583	6,003	67,753	48,266	8,58,371	8
109,480	1,25,391	20,892	1,07,662	337	2,628	88	513	643	3,130	894	7,129	22,854	1,21,062	9
275,962	2,98,478	38,395	2,66,713	3,604	24,048	5,133	47,048	145	952	22,138	97,344	69,415	4,36,105	10
35,748	74,094	21,588	61,160	40	394	122	1,320	1,246	9,719	194	1,722	23,190	74,315	11
33,955	71,382	29,963	1,26,864	1,253	6,899	23	112	824	8,245	838	7,308	32,901	1,49,428	12
964	8,742	2,994	12,302	10	48	33	187	312	1,977	39	516	3,388	15,030	13
98,685	97,127	3,731	16,441	198	1,082	123	667	128	203	633	3,761	4,813	22,244	14
96,990	1,86,504	17,868	1,48,505	152	1,574	925	10,725	47	508	12,479	1,07,485	31,471	2,68,797	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
2,566	5,317	9,278	29,549	...	...	...	...	...	...	...	...	9,278	29,549	17
2,364	9,222	3,348	32,537	204	1,530	148	1,629	...	7	948	6,843	4,648	44,546	7
34,317	61,418	4,725	34,297	351	2,188	68	257	10	36	1,121	6,470	6,275	43,248	18
24,514	18,332	470	1,770	32	126	5	23	5	12	97	452	609	2,383	19
80,593	2,17,687	13,818	1,06,560	1,003	7,790	285	4,020	558	3,646	2,310	20,808	17,974	1,42,824	2
9,655	10,157	2,409	7,944	85	317	53	396	100	546	106	806	2,753	10,009	20
1,000	2,482	325	1,661	4	24	5	29	1	7	19	143	354	1,864	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
419	1,053	1,032	2,802	14	45	178	562	...	...	406	1,151	1,630	4,560	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
34	82	138	463	...	...	5	15	1	3	6	17	150	498	25
13,434	3,902	35	80	27	47	...	...	4	8	...	...	66	135	27
16	40	85	230	3	9	1	5	8	21	1	5	98	270	1
13	9	280	170	9	7	1	2	1	1	4	5	295	185	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
729	2,029	167	499	79	279	...	...	3	8	10	33	259	819	29
27	35	...	...	...	...	...	...	165	227	...	...	165	227	30
52	230	...	...	...	...	...	...	...	...	59	418	59	418	31
1,376	7,364	898	11,349	4	76	5	104	383	5,680	48	893	1,338	18,992	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
2,154,232	44,91,711	653,863	49,79,008	21,932	1,60,710	24,315	2,45,583	25,686	1,89,395	90,664	7,18,943	816,460	62,93,639	
2,057,943	44,94,074	647,198	48,71,062	18,916	1,52,224	22,668	2,23,488	23,454	1,73,154	87,273	6,97,115	799,509	61,17,043	
96,289	...	6,665	1,07,946	3,016	8,486	1,647	22,095	2,232	16,241	3,391	21,828	16,951	1,76,596	
...	2,363	...	...	...	...	...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

XX (*concluded*

Number.		Railway system, *vide* Appendix 38.	Oil-seeds.			
			(1) Castor.		(2) Earthnuts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	1,939	7,655	2,198	18,908
2	(*a*), (*c*) to (*g*) & (*o*) and (*p*).	Bombay, Baroda and Central India	32,478	2,57,348	2,693	24,758
3	...	Eastern Bengal State	1,067	2,073	...	...
4	...	East Indian...	35,473	2,01,010	3,058	17,135
5	...	Great Indian Peninsula	34,199	1,97,473	13,430	1,43,635
6	...	Madras and Southern Mahratta	33,321	98,553	25,013	1,24,083
7	(*a*) & (*b*)	Nizam's Guaranteed State	52,497	2,98,166	141	1,180
8	(*a*) to (*j*)	North Western State	783	6,577	511	9,065
9	(*a*) & (*b*)	Oudh and Rohilkhand State	2,977	10,913	262	1,854
10	...	South Indian	12,810	43,331	133,164	5,40,415
		3′ 3½″ gauge.				
11	...	Assam-Bengal	20	49	...	...
12	...	Bengal and North-Western	11,052	27,949	20	20
13	...	Bengal Dooars	...	...	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar	8,680	30,559	284	1,777
15	...	Burma	54	462	5,714	63,115
16	...	Deoghur	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	179	983	125	918
18	...	Jodhpur-Bikaner	4	13	51	259
19	...	Morvi	138	338	8	29
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	26,618	59,833	1,977	20,050
20	(*a*) & (*b*)	Rohilkund and Kumaon	2,835	7,902	60	519
21	...	Udaipur-Chitor	...	...	3	33
		2′ 6″ gauge.				
22	...	Barsetsi-Basirhat Light	...	...	...	...
23	...	Barsi Light	90	202	2,025	4,678
24	...	Bakhtiarpore-Behar Light	...	...	...	...
25	...	Cutch	5	1	52	175
27	...	Dholpur-Bari Light	57	94	...	...
1	(*d*)	Mourbhanj	...	...	...	...
1	(*e*)	Parlakimedi Light	11	12	16	10
20	(*c*)	Powayan Light	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	1	...	...
30	...	Tarakeshwar-Magra Light	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...
		2′ 0″ gauge.				
32	...	Darjeeling-Himalayan	...	...	...	...
33	...	Howrah-Amta Light	...	...	...	...
34	...	Howrah-Sheakhala Light	...	...	...	...
35	...	Jorhat	...	...	...	...
		TOTAL 1908 ...	257,287	12,52,378	190,835	9,72,706
		TOTAL 1907 ...	343,470	17,05,328	163,429	5,66,452
		INCREASE ...	...	...	27,406	4,06,254
		DECREASE ...	86,183	4,52,052	...	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1908.

and is therefore not the same as the total production.]

on following page).

(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjili.		Number.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs	
4,056	33,480	691	3,235	5,982	27,631	8,038	56,580	1
5,233	41,583	14,353	99,188	19,467	1,66,535	18,097	1,22,259	2
8,645	24,597	.....	.....	40,681	1,44,254	1,275	4,689	3
121,268	7,81,268	14,984	93,911	109,461	6,67,440	17,330	1,00,862	4
43,672	5,12,311	19,245	2,39,547	25,428	2,91,306	75,487	8,38,133	5
2,074	20,227	735	6,602	2,315	14,575	26,308	1,57,350	6
1,777	3,506	146	777	71	525	13,310	80,592	7
1,953	12,336	1,253	8,353	14,610	79,051	13,151	83,500	8
7,203	23,348	11,371	40,542	24,102	92,861	15,474	65,588	9
196	1,179	110	829	1,972	12,528	23,575	1,38,603	10
90	213	3	38	1,693	4,731	1,494	4,524	11
79,658	2,92,925	3,456	13,986	46,237	1,95,256	3,542	17,735	12
2	3	.....	.....	1,189	5,587	.....	.....	13
2	5	5	19	542	1,010	3,208	11,433	14
8	73	5	121	5	44	5,544	31,309	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
8,344	57,671	56	444	15	117	4,032	26,030	7
18	64	17	96	2,872	8,202	4,195	13,823	18
.....	.....	2	7	10	28	851	2,323	19
4,802	24,177	15,484	96,248	19,571	63,231	16,649	1,10,730	2
936	2,456	3,100	4,893	5,875	20,318	3,054	9,367	20
30	77	390	723	2	8	31	79	21
.....	...	.....	.....	.....	.....	.....	.....	22
6,485	17,694	14	36	103	258	337	706	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	6	18	24	81	25
8	14	.....	.....	4	6	3	4	27
2	5	.....	.....	4	11	15	34	1
.....	.....	.....	.....	9	8	83	75	1
.....	.....	.....	.....	.....	.....	.....	.....	20
1	3	.....	2	280	479	1	5	29
... ...	.....	.....	.....	144	199	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	31
.....	8	.....	.....	1	14	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	33
... ..	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	35
296,443	18,49,223	85,420	6,18,597	321,551	17,97,442	254,108	18,76,174	
526,383	36,47,415	131,486	8,03,313	610,398	42,10,930	374,918	27,37,443	
.....	.....	.....	.....	.....	.....	.....	.....	
220,940	17,98,192	46,066	2,74,716	288,847	24,13,488	120,810	8,61,269	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways

Number.			XX. Oil-seeds—*concld.*				XXI.		XXII.		XXIII Provi			
			(7) Others.		Total.		Opium.		Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.	
Main head.	Sub-head.	Railway system, *vide* Appendix 38.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	6,724	34,784	29,628	1,82,363	186	7,758	1,112	21,022	12,226	1,02,614	3,826	48,723
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	70,853	3,44,123	162,174	10,55,794	3,042	95,542	2,626	35,616	27,681	2,66,559	4,556	44,126
3	...	Eastern Bengal State . .	1,555	7,335	53,223	1,82,948	24	261	10,319	17,459	971	6,102	890	7,248
4	...	East Indian	52,452	2,21,065	354,026	20,83,600	7,479	1,70,571	10,632	1,90,478	7,846	1,07,415	18,049	3,76,101
5	...	Great Indian Peninsula . .	166,971	16,01,895	378,432	38,24,302	515	26,366	3,054	64,844	40,336	6,06,477	14,626	1,89,432
6	...	Madras and Southern Mahratta	124,643	7,68,912	214,309	11,90,302	104	2,755	1,703	21,206	45,280	3,17,691	9,082	71,301
7	(*a*) & (*b*)	Nizam's Guaranteed State .	6,179	24,728	73,121	4,09,474	...	6	630	6,868	10,373	89,721	1,060	14,715
8	(*a*) to (*j*)	North Western State . .	93,806	11,12,725	126,097	13,12,207	74	1,736	4,229	76,596	28,453	4,86,335	11,513	1,26,487
9	(*a*) and (*b*)	Oudh and Rohilkhand State .	21,441	84,727	82,830	3,28,832	1,011	27,303	3,053	21,817	1,907	16,507	2,190	14,051
10	...	South Indian	5,111	22,510	176,938	7,59,595	...	...	3,722	65,606	2,729	16,173	2,832	26,875
		3′ 3⅜″ gauge.												
11	...	Assam-Bengal	116	763	3,416	10,318	7	124	136	1,067	711	5,727	223	2,418
12	...	Bengal and North-Western .	9,483	40,615	153,448	5,88,486	5,120	70,242	3,715	10,470	1,853	22,927	3,933	35,692
13	...	Bengal Dooars	110	1,102	1,301	6,692	...	...	40	136	81	228	24	140
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	11,716	37,598	24,437	83,001	7	132	207	1,187	2,867	15,719	1,857	15,073
15	...	Burma	342	2,087	11,672	97,211	27	577	918	11,121	1,326	11,711	832	13,122
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley .	32,148	2,29,184	44,899	3,15,327	...	3	253	2,992	3,166	32,933	361	4,287
18	...	Jodhpur-Bikaner . . .	14,661	36,577	21,818	58,534	14	182	133	916	2,805	13,276	4,774	33,511
19	...	Morvi	2,464	6,842	3,473	9,567	9	93	86	639	141	438	77	308
2	(*b*) & (*k*) to (*n*).	Rajputana-Malwa . .	52,931	3,29,130	138,032	7,03,399	3,742	61,025	2,293	39,559	17,654	2,11,970	8,557	84,735
20	(*a*) & (*b*)	Rohilkund and Kumaon .	4,445	8,335	20,305	53,790	261	5,926	128	633	318	2,173	397	2,062
21	...	Udaipur-Chitor . . .	587	2,430	1,043	3,350	89	486	46	279	578	3,005	145	953
		2′ 6″ gauge.												
22	...	Baraset-Basirhat Light . .	...	...	...	...	...	...	...	...	...	...	...	...
23	...	Barsi Light.	7,180	17,836	16,214	41,470	...	...	35	132	972	2,674	77	247
24	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	29	100	116	375	...	1	21	67	924	3,102	...	...
27	...	Dholpur-Bari Light . . .	160	291	232	409	...	...	...	...	4	12	110	273
1	(*d*)	Mourbhanj	419	800	440	850	...	...	22	63	2	6	27	78
1	(*e*)	Parlakimedi Light . . .	259	243	378	348	...	...	1	1	35	35	1	1
20	(*c*)	Powayan Light	1,279	2,010	1,279	2,010	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	1,449	2,930	1,731	3,390	...	...	9	76	82	337	82	326
30	...	Tarakeshwar-Magra Light .	...	...	144	199	...	...	7	16	...	...	42	63
31	...	Tezpore-Balipara Light . .	6	48	6	48	...	...	...	...	...	...	...	...
		2′ 0″ gauge.												
32	...	Darjeeling-Himalayan . .	...	2	1	24	...	10	72	2,030	58	1,161	32	497
33	...	Howrah-Amta Light . .	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhala Light . .	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1908 .	689,519	49,41,697	2,095,163	1,33,08,215	21,761	4,71,158	50,109	5,92,895	211,879	23,43,048	90,180	11,12,845
		Total 1907 .	759,964	58,14,506	2,910,048	1,95,75,387	21,352	4,59,656	49,101	5,97,120	188,934	20,93,193	84,611	10,29,590
		Increase .	...	...	...	...	409	11,502	1,008	...	22,945	2,59,855	5,569	83,255
		Decrease .	70,445	8,72,809	814,885	62,67,172	...	...	...	4,225	...	...	...	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1968.

in India and is therefore not the same as the total production.]

SIONS.				XXIV. RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.										XXV.		NUMBER.
(3) Others.		Total.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials. (a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Total.		Salt.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,574	65,265	21,626	2,16,602	107	1,166	126	1,142	2,312	25,225	669	6,727	60,613	2,91,458	63,827	3,25,718	125,623	7,99,573	1
28,775	1,72,062	61,012	4,82,747	66	557	516	4,145	9,949	43,310	10	44	38,832	1,64,111	49,373	2,12,167	193,777	5,33,735	2
12,463	69,417	14,324	82,767	41	165	...	...	1,784	3,350	...	...	5,973	16,398	7,798	19,913	97,298	4,85,432	3
91,611	10,90,989	117,506	15,74,505	187	538	239	3,912	577	7,105	73	944	179,107	5,55,813	180,183	5,68,312	257,302	12,52,976	4
43,719	4,20,829	99,181	12,16,73	252	8,977	487	4,501	2,688	31,753	16,113	96,342	9,342	56,029	28,882	1,97,602	244,319	22,83,536	5
83,377	5,28,593	137,739	9,17,585	72	3,732	150	2,772	2,712	11,450	829	3,961	1,096	5,913	4,859	27,728	157,616	9,34,531	6
5,077	23,334	16,510	1,27,770	...	...	...	...	154	1,255	67	280	...	...	221	1,535	38,593	1,95,933	7
12,969	2,20,669	52,935	8,33,491	09	2,002	2,612	11,202	4,047	50,093	5,280	34,284	68,521	2,25,812	81,459	3,24,373	127,827	7,79,717	8
1,931	16,067	6,028	46,625	...	...	...	...	...	...	...	...	...	...	...	...	59,497	2,69,218	9
57,589	4,19,813	63,450	4,62,861	180	274	34	185	676	381	203	245	1,017	2,888	2,110	3,073	133,378	4,80,665	10
3,732	31,730	4,671	39,875	...	...	...	...	514	3,637	25	171	280	975	819	4,783	26,346	1,05,476	11
13,834	76,166	19,670	1,34,785	...	...	...	...	...	...	...	...	...	...	...	...	114,849	4,90,812	12
1,620	8,748	1,725	9,116	...	...	...	...	8	89	...	...	1	1	9	90	4,673	13,215	13
3,762	24,094	8,486	54,886	67	380	...	...	47	175	27	44	13	78	174	677	5,163	9,841	14
40,056	4,34,242	42,214	4,59,075	10	4	...	...	2,098	8,353	132	1,922	254	662	2,494	10,941	25,014	2,65,107	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
1,054	7,727	1,054	7,727	...	...	...	...	...	...	...	...	...	...	...	...	1,247	5,597	17
8,793	36,487	12,320	73,707	...	...	...	...	...	...	155	1,023	...	...	155	1,023	13,173	98,330	7
2,476	12,130	10,035	58,917	9	19	5	9	2,454	1,319	2	5	8,019	21,102	10,489	22,454	21,462	94,748	18
833	4,210	1,051	4,956	...	...	...	...	6	2	...	...	...	...	6	2	969	1,456	19
39,631	1,01,428	65,842	3,98,133	17	157	160	996	2,744	23,985	59	351	7,419	47,202	10,399	72,691	278,750	23,92,503	2
780	4,168	1,495	8,473	...	...	...	...	...	...	8,453	26,730	1,412	6,332	9,865	33,062	25,421	1,03,590	20
198	914	921	4,872	...	...	...	...	...	...	...	...	...	...	...	...	1,083	4,752	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
84	310	1,133	3,231	...	...	...	...	...	...	...	...	...	...	...	...	5,303	15,117	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
4	13	928	3,115	...	...	25	62	...	...	43	69	2	4	70	155	...	...	25
9	22	123	307	...	...	15	37	...	...	...	...	...	...	15	37	243	422	27
11	33	40	117	...	...	...	...	...	...	...	...	2,100	1,635	2,100	1,635	1,321	2,488	1
76	76	112	112	...	...	...	...	...	...	...	...	...	...	...	...	1,194	520	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	325	395	20
203	891	427	1,554	...	...	...	...	...	...	...	...	...	...	...	...	948	2,318	29
1	1	43	64	...	...	...	...	...	...	...	...	...	...	...	...	148	165	30
13	68	13	88	...	...	...	...	...	...	...	...	113	549	113	548	14	93	31
2,763	40,800	2,853	42,487	...	...	...	...	...	...	...	...	...	...	...	...	1,249	19,525	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
463,428	38,11,325	765,487	72,67,218	1,127	18,061	4,369	28,963	33,670	2,12,372	32,140	1,73,062	384,114	13,96,961	455,420	18,29,419	1,964,120	1,16,61,786	
514,921	41,86,301	788,466	72,99,084	4,398	36,700	4,977	38,246	32,281	2,22,232	48,035	3,50,247	549,759	15,96,884	640,350	22,44,309	1,902,792	1,14,37,290	
...	...	...	...	...	...	...	...	1,389	...	...	...	...	...	...	...	61,328	2,24,496	
51,493	3,74,976	22,979	31,866	3,271	18,639	608	9,293	...	9,860	16,795	1,77,185	165,645	1,99,023	184,030	4,14,890	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	XXVI. Saltpetre and other saline substances.						XXVII. Silk.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece-goods.				Total.	
									(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a)to(c) & (f) & (g)	Bengal-Nagpur . .	216	2,085	1,457	11,663	1,673	13,748	...	...	692	10,886	...	...	...	...	692	10,886
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India.	1,710	11,671	2,107	18,667	3,817	30,338	275	5,999	18	463	18	441	27	568	338	7,471
3	...	Eastern Bengal State .	68	448	3,489	11,123	3,557	11,571	...	...	464	3,947	...	...	...	...	464	3,947
4	...	East Indian . .	22,470	2,40,663	19,750	1,29,592	42,220	3,70,255	...	...	596	7,916	...	...	27	1,224	623	9,140
5	...	Great Indian Peninsula	777	6,608	3,684	41,107	4,461	47,715	112	1,717	62	2,231	47	4,080	14	730	235	8,788
6	...	Madras and Southern Mahratta.	461	3,684	203	1,979	664	5,663	110	1,953	399	6,214	...	...	6	103	515	8,270
7	(a) & (b)	Nizam's Guaranteed State.	167	1,213	936	5,897	1,103	7,110	...	3	1	8	...	...	...	13	1	24
8	(a)to (j)	North Western State .	6,340	38,876	6,595	57,391	12,935	96,267	188	3,157	127	7,186	33	1,024	34	1,073	382	12,440
9	(a)&(b)	Oudh and Rohilkhand State.	1,064	4,818	897	4,087	1,961	8,905	...	...	3	21	...	...	...	...	3	21
10	...	South Indian . .	578	3,318	79	178	657	3,496	6	80	59	1,068	1	3	84	613	150	1,764
		3′ 3½″ gauge.																
11	...	Assam-Bengal . .	...	...	1	8	1	8	...	...	37	233	...	...	1	9	38	242
12	...	Bengal and North-Western.	13,801	51,629	8,075	33,420	21,876	85,049	...	...	3	28	...	...	4	69	7	97
13	...	Bengal Dooars . .	...	...	107	429	107	429	...	...	...	...	...	...	...	...	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	69	315	4	35	73	350	16	89	1	3	...	2	1	1	18	95
15	...	Burma . . .	...	3	37	448	37	451	71	2,205	21	653	2	44	1	10	95	2,912
16	...	Deoghur . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	c)	Hyderabad-Godavari Valley.	60	594	64	376	124	970	1	25	1	11	...	...	...	4	2	40
18	...	Jodhpur-Bikaner .	583	2,403	1,773	9,281	2,356	11,684	17	89	...	4	1	3	...	2	18	98
19	...	Morvi . . .	11	52	13	37	24	89	...	...	...	...	...	...	...	...	...	...
2	(b)&(h) to (n).	Rajputana-Malwa .	6,042	30,914	2,403	21,877	8,445	61,791	166	7,724	8	293	15	732	8	379	197	9,123
20	(a)&(b)	Rohilkund and Kumaon	265	646	1,250	2,661	1,515	3,307	...	...	...	...	...	...	...	...	...	...
21	...	Udaipur-Chitor . .	49	290	43	288	92	578	...	...	...	...	...	...	...	...	...	...
		2′ 6″ gauge.																
22	...	Barnset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	...	Barsi Light . .	56	165	13	40	69	205	...	...	...	...	...	...	1	5	1	5
24	..	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	4	9	19	48	23	57	...	...	...	...	...	...	...	...	...	...
27	...	Dholpur-Bari Light .	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...
1	(d)	Mourbhanj . .	...	...	2	7	2	7	...	...	...	...	...	...	...	...	...	...
1	(e)	Parlakimedi Light .	3	4	...	...	3	4	...	...	...	...	...	...	...	...	...	...
20	(c)	Powayan Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	45	56	1	5	46	61	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light.	...	...	10	11	10	11	...	...	1	10	...	...	...	..	1	10
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
32	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Howrah-Amta Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Jorhat . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1908 .	54,839	4,09,464	53,012	3,50,656	107,851	7,60,120	982	23,041	2,493	41,175	117	6,329	208	4,833	3,780	75,378
		Total 1907 .	55,233	4,48,465	51,548	3,51,491	106,781	7,99,956	969	22,869	2,649	46,135	124	7,186	335	10,924	4,077	87,114
		Increase .	...	...	1,464	...	1,070	...	...	172	...	...	...	...	...	...	...	...
		Decrease .	394	39,001	...	835	...	39,836	7	...	156	4,960	7	857	127	6,091	297	11,736

DIX 17—*continued.*

the earnings therefrom during the calendar year 1908.

and is therefore not the same as the total production.]

XXVIII. Spices.														Number.
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
7,034	77,745	20	401	9,907	85,545	286	4,291	1,180	11,365	4,768	31,064	23,195	2,10,411	1
1,888	31,416	370	3,136	3,319	39,089	961	11,195	898	19,002	10,439	1,00,728	17,925	2,04,566	2
18,791	1,50,535	405	8,363	5,885	38,564	1,150	16,032	791	14,062	3,657	23,885	30,679	2,52,041	3
11,843	2,53,481	385	12,582	8,262	1,12,029	883	13,652	2,626	32,021	10,518	1,95,611	34,517	6,69,376	4
9,829	2,00,602	53	2,617	14,920	1,52,553	426	10,205	416	12,918	9,538	1,55,252	35,182	5,34,147	5
18,798	1,70,474	62	840	41,585	2,71,428	664	6,219	2,203	15,952	8,156	65,291	71,468	5,30,204	6
961	11,738	4	58	5,593	48,811	50	473	57	672	1,342	11,522	8,007	73,274	7
1,038	9,968	306	5,252	5,958	63,961	1,134	14,892	1,485	42,050	4,647	40,567	14,568	1,76,690	8
2,602	31,472	25	405	1,127	10,083	325	2,781	143	1,260	1,198	6,656	5,420	55,657	9
24,920	1,98,796	462	4,394	16,718	1,60,144	953	7,935	3,460	26,422	913	5,610	47,426	4,03,301	10
1,998	14,784	...	...	1,442	10,468	8	67	26	262	261	2,633	3,735	28,214	11
3,569	28,501	288	3,013	6,653	31,575	1,262	10,473	778	8,377	2,422	19,984	14,972	1,01,923	12
329	1,465	42	335	63	259	85	150	80	466	57	317	656	2,992	13
673	3,674	2	18	464	5,200	14	107	13	133	1,311	6,383	2,477	15,515	14
6,022	63,115	2	38	6,258	1,09,957	1,633	16,863	46	1,196	203	1,943	14,164	1,93,112	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
619	7,361	1	19	715	8,640	9	90	11	143	384	3,898	1,739	20,151	7
198	1,372	9	70	961	6,826	51	470	50	413	519	2,156	1,788	11,307	18
17	77	...	...	60	277	...	...	...	2	111	287	188	643	19
1,268	15,988	68	2,905	4,442	43,169	542	13,182	747	22,351	11,334	1,09,620	18,401	2,07,215	2
337	2,294	20	117	1,070	7,755	97	469	52	410	596	2,456	2,172	13,501	20
9	73	...	1	96	551	7	57	5	47	106	381	223	1,110	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
691	1,951	...	...	71	201	6	24	6	22	149	452	923	2,650	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
71	193	...	...	22	62	3	8	3	12	32	5	131	370	25
1	2	...	...	2	7	...	...	...	...	182	310	185	319	27
24	67	...	...	5	13	...	...	1	2	11	33	41	115	1
6	5	...	...	24	25	1	1	1	1	24	24	56	56	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
17	76	...	...	25	114	5	34	...	...	17	82	64	306	29
1	1	...	...	...	...	...	...	...	...	...	...	1	1	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
56	1,326	244	4,305	...	12	...	...	26	682	42	855	368	7,180	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
113,610	12,81,552	2,768	48,869	135,647	12,07,318	10,555	1,30,570	15,104	2,60,843	72,937	7,88,095	350,671	37,17,247	
119,870	13,43,357	2,316	46,318	129,440	11,02,588	10,761	1,19,698	13,966	2,18,606	82,088	8,59,229	358,441	36,89,796	
...	...	452	2,551	6,207	1,04,730	...	10,872	1,138	42,237	...	...	...	27,451	
6,260	61,805	...	...	...	...	206	...	...	...	9,101	71,134	7,770	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Number.		Railway system, *vide* Appendix 38.	XXIX. Sugar. (1) Refined or crystallized including sugarcandy.		(2) Unrefined. (a) Sugar.		(2) Unrefined. (b) Gur, rab, Jaggery, molasses and other Saccharine produce.		Total.		XXX. Tea. (1) Foreign.		(2) Indian.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*) & (*f*) & (*g*).	Bengal-Nagpur	18,881	1,33,488	...	...	17,932	1,30,797	36,813	2,64,285	...	...	640	12,955	640	12,955
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	42,799	4,87,957	1,786	16,034	37,042	3,59,712	81,626	8,63,703	636	9,064	424	6,428	1,060	15,492
3	...	Eastern Bengal State	21,580	1,68,085	18,483	99,348	37,401	1,69,645	77,464	4,37,078	...	...	29,521	6,14,644	29,521	6,14,644
4	...	East Indian	83,619	9,25,871	69,970	6,52,762	125,797	5,94,055	279,386	21,72,688	...	...	1,236	27,831	1,236	27,831
5	...	Great Indian Peninsula	80,230	10,97,059	3,439	22,702	93,267	7,01,932	176,936	18,21,782	135	2,133	1, 124	23,612	1,259	25,745
6	...	Madras and Southern Mahratta	20,180	1,53,681	9,022	67,875	103,331	5,99,994	132,533	8,21,550	33	554	438	7,519	471	8,073
7	(*a*) & (*b*)	Nizam's Guaranteed State	3,958	30,432	358	2,243	4,283	28,617	8,599	61,292	22	299	81	1,164	103	1,463
8	(*a*) to (*j*)	North Western State	123,658	23,55,571	32,298	2,64,318	111,543	7,33,113	267,497	33,53,002	1,206	26,689	2,224	33,097	3,430	59,786
9	(*a*) & (*b*)	Oudh and Rohilkhand State	22,015	1,29,622	48,609	2,46,615	70,521	3,01,432	141,175	6,77,069	...	...	1,746	12,787	1,746	12,787
10	...	South Indian	19,765	1,04,714	6,907	33,061	57,629	3,12,295	84,301	4,50,070	40	453	6,251	39,096	6,291	39,549
		3′ 3½″ gauge.														
11	...	Assam-Bengal	863	5,367	1,535	6,776	3,599	18,746	5,997	30,889	...	...	32,078	3,93,481	32,078	3,93,481
12	...	Bengal and North-Western	10,541	64,307	51,773	3,28,545	114,159	6,24,496	176,476	10,17,438	...	...	59	748	...	748
13	...	Bengal Dooars	1,215	5,160	405	2,401	1,134	6,975	2,754	14,536	...	...	17,762	3,49,142	17,762	3,49,142
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	10,007	48,320	...	...	2,419	8,546	12,426	56,866	...	2	100	885	100	887
15	...	Burma	368	3,211	5,482	56,550	27,207	1,99,411	33,057	2,59,172	1,587	28,951	7	85	1,594	29,036
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	1,120	6,381	1,120	6,381	...	...	10,806	92,349	10,806	92,349
7	(*c*)	Hyderabad-Godavari Valley	2,090	20,619	119	911	874	5,134	4,083	35,664	3	43	9	125	12	168
18	...	Jodhpur-Bikaner	7,917	38,553	4,394	26,738	11,502	69,534	23,713	1,34,825	16	233	6	86	22	319
19	...	Morvi	224	760	151	448	411	1,051	786	2,262	...	...	4	24	4	24
2	(*b*)&(*h*) to (*n*)	Rajputana-Malwa	25,319	2,24,701	49,739	4,20,442	89,538	8,02,289	164,596	14,47,382	579	15,203	286	3,592	865	18,795
20	(*a*)&(*b*)	Rohilkund and Kumaon	4,536	9,476	7,860	24,041	15,595	62,960	27,991	96,477	53	311	113	1,197	166	1,508
21	...	Udaipur-Chitor	304	1,576	760	3,957	636	2,655	1,700	8,218	1	10	...	12	1	22
		2′ 6″ gauge.														
22	..	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	...	Barsi Light	947	2,401	...	...	686	1,564	1,633	3,965	...	...	...	...	...	...
24	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Cutch	168	565	630	2,140	1 ,035	3,455	1,833	6,160	...	...	1	1	1	1
27	...	Dholpur-Bari Light	88	137	81	133	303	536	472	806	...	...	...	...	...	...
1	(*d*)	Mourbhanj	65	184	6	18	...	...	71	202	...	...	...	...	...	...
1	(*c*)	Parlakimedi Light	207	136	15	17	...	...	222	153	...	...	...	...	...	...
20	(*c*)	Powayan Light	...	...	...	...	657	752	657	752	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	293	583	3,374	7,552	6,013	12,596	9,680	20,731	...	...	1	7	1	7
30	...	Tarakeshwar-Magra Light	...	...	43	54	104	122	147	176	...	...	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	5	28	5	28	...	...	2,667	18,498	2,667	18,498
		2′ 0″ gauge.														
32	...	Darjeeling-Himalayan	69	1,451	913	15,801	68	1,140	1,050	18,392	...	...	4,236	59,663	4,236	59,663
33	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1908	502,836	60,22,476	318,152	23,01,602	935,811	57,59,916	1,756,799	1,40,83,994	4,311	83,945	111,820	16,99,028	116,131	17,82,973
		Total 1907	444,562	52,42,827	387,233	25,93,784	949,003	60,78,965	1,780,798	1,39,15,566	3,489	69,262	109,183	16,24,687	112,672	16,93,949
		Increase	58,274	7,79,649	...	...	...	...	...	1,68,428	822	14,683	2,637	74,341	3,459	89,024
		Decrease	...	...	69,081	2,92,182	13,192	3,19,039	23,999	...	...	...	...	...	...	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1908.

over all railways in India and is therefore not the same as the total production.]

XXXI. Tobacco.								XXXII. Woods.						XXXIII—(*concluded on following page*). Wool.								Number.
(1) Unmanufactured.		(2) Manufactured. (a) Cigars.		(2) Manufactured. (b) Other sorts.		Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.		(1) Raw.		(2) Manufactured. (a) Carpets and rugs.		(2) Manufactured. (b) Piece-goods, European.		(2) Manufactured. (c) Piece-goods, Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
9,904	95,917	...	...	993	14,365	10,897	1,10,282	81,933	3,32,000	3,526	25,422	85,459	3,57,422	...	...	...	...	...	...	...	...	1
17,726	1,36,225	109	1,074	775	7,065	18,610	1,44,364	60,266	2,27,994	7,515	61,922	67,781	2,89,916	4,990	1,10,350	106	2,272	93	1,895	27	3,704	2
36,803	3,40,256	...	...	1,288	23,588	38,091	3,63,844	73,881	1,26,373	7,395	63,078	81,276	1,89,451	1,521	25,907	...	...	...	...	...	...	3
33,427	3,90,636	109	4,013	3,735	71,851	37,271	4,66,500	61,192	2,05,124	9,600	97,072	70,792	3,02,196	1,983	3 5,640	491	15,034	192	2,602	392	8,759	4
13,304	1,08,486	859	25,662	492	14,490	14,655	2,08,628	160,505	5,85,305	6,772	84,969	167,277	6,70,274	722	17,917	72	3,093	383	19,795	293	11,769	5
27,196	1,75,046	738	10,744	3,849	28,130	31,783	2,13,920	254,280	6,12,527	13,501	75,048	267,781	6,87,575	2,222	20,757	827	6,310	51	568	563	6,921	6
2,637	36,369	165	2,799	143	990	2,945	40,158	42,178	1,26,439	1,001	8,162	43,179	1,34,621	218	2,236	108	1,404	13	215	165	1,802	7
17,951	2,10,311	227	3,884	3,071	60,345	21,249	2,74,540	64,970	2,67,764	14,416	1,02,951	79,386	3,70,715	18,336	4,09,949	225	4,114	856	15,006	894	17,618	8
7,610	34,189	149	2,734	271	2,077	8,030	39,000	71,490	1,44,721	5,535	28,512	77,025	1,73,536	509	4,924	51	308	23	194	117	905	9
17,762	1,09,315	2,026	21,702	2,556	21,621	22,344	1,52,638	230,323	6,30,953	21,952	1,41,679	252,275	7,72,862	445	3,651	130	1,628	23	372	236	4,782	10
2,584	18,345	...	2	117	2,714	2,701	21,061	2,414	9,302	3,246	23,796	5,660	33,098	...	18	...	3	...	...	1	18	11
39,171	3,24,058	9	109	438	4,594	39,618	3,28,761	28,077	87,312	11,263	56,549	39,340	1,43,861	322	2,423	54	404	27	194	195	2,410	12
5,598	14,016	...	...	177	1,867	5,775	15,883	3,691	16,603	1,610	19,526	5,301	36,129	...	...	1	20	...	...	...	...	13
1,049	8,722	8	107	326	2,939	1,383	11,768	13,393	69,170	2,556	13,934	15,984	83,104	756	5,874	...	3	...	2	8	76	14
4,705	41,006	315	3,762	1,045	15,149	6,065	59,917	125,872	4,90,532	2,769	20,515	128,641	5,11,047	19	271	89	1,790	21	350	9	70	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	5,957	28,803	...	...	5,957	28,803	...	...	...	...	...	...	...	...	17
514	8,769	7	103	62	859	583	9,791	8,510	34,038	707	6,488	9,217	40,526	22	216	28	405	...	1	66	949	7
2,188	14,994	21	252	146	1,440	2,355	16,686	12,203	29,230	659	4,661	12,862	32,900	3,653	36,425	4	59	8	127	10	152	18
733	3,493	2	8	29	218	764	3,719	1,829	6,220	122	652	1,951	6,872	519	3,058	1	10	...	...	1	9	19
15,482	1,66,325	131	2,780	487	7,783	16,100	1,76,898	44,525	1,46,565	2,972	23,486	47,497	1,70,051	6,376	96,759	92	3,867	81	2,097	336	6,445	2
2,202	11,111	34	288	396	2,541	2,632	13,943	40,575	1,30,452	1,453	7,449	42,028	1,37,901	281	1,275	5	43	1	9	10	91	20
404	2,342	2	27	4	40	410	2,409	85	273	22	161	107	434	152	923	...	2	...	...	...	2	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
73	218	5	16	54	241	132	475	890	2,051	178	561	1,068	2,612	1	6	6	30	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	3	11	3	11	681	1,687	9	27	690	1,714	73	36	...	...	...	...	...	...	25
17	41	...	...	...	...	17	41	236	119	1	2	237	21	...	1	...	...	...	...	...	1	27
25	69	...	...	3	11	28	80	1,310	2,749	6	23	1,316	2,772	...	...	...	...	...	...	...	...	1
34	31	...	...	1	1	35	32	87	81	31	36	118	117	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	9,853	15,280	...	...	9,853	15,280	...	...	..	...	...	...	...	...	20
206	845	1	13	...	...	207	858	178	516	84	287	262	803	6	23	...	...	2	16	...	...	29
33	41	...	...	24	32	57	73	9	16	9	20	18	36	...	...	...	...	...	...	...	...	30
3	17	...	...	...	...	3	17	...	...	...	...	...	...	..	...	...	...	...	...	...	...	31
56	1,078	283	8,303	51	1,011	390	10,392	200	2,139	307	5,143	507	7,302	4	104	5	138	4	88	9	245	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
259,397	23,12,301	5,200	88,452	20,536	2,85,966	285,133	26,86,719	1,401,598	43,31,400	119,247	8,72,651	1,520,845	52,04,051	43,120	7,79,343	2,295	40,937	1,778	43,531	3,552	66,728	
262,346	22,71,460	4,708	84,636	17.533	2,78,148	284,587	26,34,244	1,439,859	44,18,166	92,505	7,18,467	1,532,364	51,36,633	52,078	9,99,991	2,270	46,699	1,612	35,330	3,335	66,124	
...	40,841	492	3,816	3,003	7,818	546	52,475	...	...	26,742	1,54,184	...	67,418	...	...	25	...	266	8,201	217	604	
2,949	...	...	...	...	...	...	...	38,261	86,766	...	...	11,519	...	8,958	2,20,648	...	5,762	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Number.		Railway system, *vide* Appendix 38.	XXXIII. Wool—*concluded.*				XXXIV.		Grand Total.	
			(2) Manufactured—*concluded.*		Total.		All other articles of merchandise.			
Main head.	Sub-head.		(*d*) Other sorts of manufactures.							
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(*a*) to (*e*) & (*f*) &(*g*).	Bengal-Nagpur	...	...	...	...	153,677	7,51,321	4,101,057	1,51,36,980
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	98	1,528	5,504	1,19,749	477,408	14,26,966	2,239,402	1,22,00,798
3	...	Eastern Bengal State	266	3,947	1,787	9,854	118,909	5,95,960	3,289,072	1,40,72,347
4	...	East Indian	1,109	22,074	4,167	85,009	398,637	30,51,122	11,912,492	5,42,98,765
5	...	Great Indian Peninsula	1,194	26,308	2,664	78,882	311,290	24,24,259	3,976,332	3,74,59,725
6	...	Madras and Southern Mahratta	1,266	13,908	4,929	48,464	232,385	18,94,205	3,158,866	1,80,06,318
7	(*a*) & (*b*)	Nizam's Guaranteed State	...	2	504	5,659	12,090	84,457	755,415	34,22,025
8	(*a*) to (*f*)	North Western State	1,048	21,249	21,359	4,67,936	531,844	44,74,053	3,989,864	3,07,61,630
9	(*a*) & (*b*)	Oudh and Rohilkhand State	87	586	787	6,917	315,073	12,11,435	1,592,254	65,43,381
10	...	South Indian	216	2,017	1,050	12,450	223,567	12,54,731	2,155,871	95,77,163
		3′ 3½″ gauge.								
11	...	Assam-Bengal	49	844	50	883	15,378	1,11,823	435,607	20,09,288
12	...	Bengal and North-Western	1	26	599	5,457	73,868	2,67,661	1,711,465	*74,08,053
13	...	Bengal Doours	...	...	1	20	2,659	21,284	1,05,002	7,25,185
14	...	Bhavnagar-Gondal-Junagad-Porbandar	1	11	765	5,966	9,528	62,926	306,090	10,54,292
15	...	Burma	4	73	142	2,554	197,319	8,44,377	1,628,240	85,28,470
16	...	Deoghur	...	...	...	...	20,296	6,220	20,296	6,220
17	...	Dibru-Sadiya	...	...	...	...	41,093	51,795	627,563	8,27,896
7	(*c*)	Hyderabad-Godavari Valley	...	...	136	1,571	3,390	35,575	246,582	18,59,379
18	...	Jodhpur-Bikaner	257	2,173	3,932	38,936	11,619	74,460	342,044	14,08,922
19	...	Morvi	...	...	521	3,677	1,082	6,815	63,326	1,55,517
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	184	3,258	7,069	1,12,426	259,501	9,88,161	2,037,867	1,40,70,739
20	(*a*) & (*b*)	Rohilkund and Kumaon	100	660	397	2,078	122,308	2,26,392	469,037	13,54,271
21	...	Udaipur-Chitor	1	6	153	933	550	5,334	17,006	78,015
		2′ 6″ gauge.								
22	...	Baraset-Basirhat Light	...	...	...	...	2,143	7,746	2,143	7,746
23	...	Barsi Light	149	474	156	510	1,622	6,006	68,929	1,85,094
24	...	Bukhtiarpore-Behar Light	...	...	...	...	28,345	37,157	28,345	37,157
25	...	Cutch	...	...	73	36	374	1,111	10,181	27,117
27	...	Dholpur-Bari Light	...	...	...	2	558	626	16,997	9,373
1	(*c*)	Mourbhanj	...	...	...	...	7,333	9,402	15,572	24,027
1	(*d*)	Parlakimedi Light	...	...	...	...	410	424	6,048	4,452
20	(*c*)	Powayan Light	...	...	...	...	4,322	6,430	20,958	31,786
29	...	Shahdara (Delhi)-Saharanpur Light	3	12	11	51	6,792	23,548	42,195	1,16,463
30	...	Tarakeshwar-Magra Light	...	...	...	...	23,610	11,925	29,137	19,035
31	...	Tezpore-Balipara Light	...	...	...	...	1,409	7,118	8,983	42,135
		2′ 0″ gauge.								
32	...	Darjeeling-Himalayan	3	72	25	647	3,517	47,881	33,936	4,65,648
3	...	Howrah-Amta Light	...	...	...	...	17,059	29,464	17,059	29,464
34	...	Howrah-Sheakhala Light	...	...	...	...	6,188	8,146	6,188	8,146
35	...	Jorhat	...	...	...	...	16,573	64,901	16,573	64,901
		Total 1908	6,036	1,00,128	56,781	10,30,667	3,653,926	2,01,33,217	45,503,894	24,20,37,923
		Total 1907	4,909	76,437	64,104	12,24,581	†3,509,445	†1,99,34,537	†47,657,183	†27,34,15,718
		Increase	1,127	23,691	...	...	153,481	1,98,680	...	...
		Decrease	...	...	7,323	1,93,914	...	...	2,153,289	3,13,77,795

DIX 17—*concluded.*

the earnings therefrom during the calendar year 1908.

over all railways in India and is therefore not the same as the total production.]

XXXV. ANIMALS.										Number.	Remarks.
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		Total.		Main head.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(12)	(13)	(14)	(15)	(16)	(17)	(18)	19)	(20)	(21)	(22)	(23)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
137	3,414	16,411	75,798	4,356	46,229	13	1,469	20,917	1,26,910	1	
251	5,509	15,038	1,63,406	16,867	3,28,077	...	...	32,156	4,96,992	2	
32	918	14,169	75,499	123	1,682	...	...	14,324	78,099	3	
1,866	51,911	6,273	1,40,651	6,809	1,74,924	20	1,120	14,968	3,98,606	4	
1,050	33,950	13,672	1,21,365	7,902	1,27,902	4	734	22,628	2,83,951	5	
386	7,490	2,084	23,738	2,262	20,531	4	382	4,736	52,141	6	
144	2,361	37	801	60	638	...	...	241	3,800	7	
2,783	58,453	4,857	56,000	316	10,832	...	...	7,956	1,25,285	8	
543	14,509	470	3,036	9	214	...	...	1,022	17,759	9	
83	1,346	1,974	11,456	7,102	39,195	...	...	9,159	51,997	10	
7	155	99	1,308	180	1,974	...	...	286	3,527	11	* Excluding Rs. 6,05,313 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (metre gauge link) railway are included throughout with the Bengal and North-Western railway.
172	2,065	10,959	1,19,322	607	15,240	...	...	11,738	1,36,627	12	
...	....	...	...	1	6	...	...	1	6	13	
75	1,212	550	3,341	7	75	...	...	632	4,628	14	
803	26,968	4,064	1,08,595	2,752	85,295	...	...	7,619	2,20,858	15	
...	...	...	...	...	...	...	...	...	...	16	
...	...	56	254	...	...	...	...	56	254	17	
164	3,995	53	1,156	195	3,554	...	...	412	8,705	7	
133	2,072	98	1,017	15	75	...	...	246	3,164	18	
11	163	267	679	...	...	...	...	278	842	19	
451	9,860	6,352	51,970	6,970	81,435	...	...	13,773	1,43,315	2	
...	9	3	52	...	24	...	...	3	85	20	
11	55	6	45	...	...	...	...	17	100	21	
...	...	...	...	...	...	...	...	...	...	22	
...	...	...	...	...	...	...	...	...	...	23	
...	...	...	...	...	...	...	...	...	...	24	
...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	27	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	...	29	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	31	
...	...	67	416	...	...	...	...	67	416	32	
...	...	...	...	...	...	...	...	...	...	33	
...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	...	...	...	...	...	35	
9,102	2,56,415	97,559	9,59,995	56,533	9,37,952	41	3,705	163,235	21,58,067		
8,885	2,85,695	78,126	8,44,834	51,899	8,80,082	36	1,489	138,946	20,12,100		† Revised figures.
217	...	19,433	1,15,161	4,634	57,870	5	2,216	24,289	1,45,067		
...	29,280	...	...	...	...	...	...	...	...		

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″												
		Number,	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)		6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.		Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian	Assam-Bengal.	Bengal and North-Western.
							G.I.P.	I.M.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DESCRIPTION OF RAILWAY WORKED.														
1	Gauge of railway . .	...	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″
2	Mileage worked . . *Miles.*	...	1,743·78	1,001·85	507·47	2,519·96	1,733·82	1,181·48	1,041·59	354·70	4,269·39	1,253·46	445·94	770·84	1,872·43
3	Number of stations . *No.*	...	261	155	136	428	280	155	206	45	659	202	81	127	322
4	Total length of the following gradients :—														
	(*a*) $\frac{1}{30}$ and less . *Miles.*	...	...	...	...	5·90	19·31	6·75	...	...	82·62	0·19	...	10·10	...
	(*b*) $\frac{1}{61}$ to $\frac{1}{80}$ . . „	...	0·15	1·32	...	17·66	2·82		10·60	...	93·23	9·30	9·26	33·03	...
	(*c*) $\frac{1}{81}$ to $\frac{1}{100}$ . . „	...	105·15	0·76	...	48·86	61·90	11·23	34·42	79·19	152·22	6·41	15·00	25·70	0·95
	(*d*) $\frac{1}{101}$ to $\frac{1}{200}$ . . „	...	591·36	230·65	...	211·06	550·16	365·30	184·96	110·99	143·82	19·15	86·75	97·44	4·09
	(*e*) $\frac{1}{201}$ to $\frac{1}{300}$ . . „	...	147·20	79·88	7·28	162·87	210·95	105·14	113·28	18·22	115·46	22·56	39·19	31·65	4·83
5	Steepest gradient worked—														
	(*a*) Length . . *Miles.*	...	0·15	1·32	3·31	14·26	5·99	2·40	0·80	2·52	5·60	0·19	1·42	8·54	0·96
	(*b*) Inclination . „	...	$\frac{1}{80}$	$\frac{1}{80}$	$\frac{1}{300}$	$\frac{1}{80}$	$\frac{1}{37}$	$\frac{1}{80}$	$\frac{1}{60}$	$\frac{1}{100}$	$\frac{1}{25}$	$\frac{1}{60}$	$\frac{1}{62}$	$\frac{1}{37}$	$\frac{1}{100}$
	FINANCIAL RESULTS.	Calendar year 1908 by half-years.													
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay. *Per cent.*	1st half	2·21	3·86	0·78	4·10	3·08	2·04	1·51	3·74	1·27	1·85	2·18	—*0·12*	3·59
		2nd „	1·53	2·29	2·82	3·47	1·72	1·03	1·22	2·91	0·63	1·19	1·54	0·16	2·43
7	Percentage of net earnings for each half-year on paid up capital. *Per cent.*	1st half	2·21	...	...	...	...	2·08	1·51	3·21	...	...	...	...	...
		2nd „	1·53	...	...	...	...	1·06	*1·86	2·51	...	...	...	...	...
	OUTLAY, EARNINGS AND EXPENSES. (*Exclusive of Steam-boat Service.*)														
8	Capital outlay per mile open *Rs.*	1st half	1,58,279	1,97,711	2,27,969	2,35,013	2,17,207	1,43,113	1,59,053	1,34,810	1,51,632	1,24,778	1,37,746	1,62,637	78,629
		2nd „	1,58,106	1,85,116	2,34,233	2,37,798	2,20,227	1,43,787	1,61,507	1,35,733	1,54,504	1,26,316	1,37,997	1,64,618	79,314
9	Total earnings per mile open per week . . . „	1st half	303	527	509	678		445	320	303	301	273	249	115	184
		2nd „	260	404	710	620		350	293	243	262	210	245	118	147
10	Total working expenses per mile open per week . . „	1st half	160	250	434	298		253	228	108	223	181	127	122	71
		2nd „	157	239	431	292		241	217	90	222	149	160	108	70
11	Total earnings per train-mile . . . . . „	1st half	4·29	5·64	3·68	4·19		3·83	3·92	4·51	3·35	3·63	4·29	2·38	3·11
		2nd „	3·92	4·64	4·58	3·94		3·20	3·32	4·24	2·97	3·04	3·80	2·56	2·54
12	Total working expenses per train-mile . . . . . „	1st half	2·27	2·67	3·14	1·84		2·17	2·79	1·61	2·49	2·41	2·20	2·53	1·19
		2nd „	2·37	2·75	2·78	1·85		2·21	2·47	1·57	2·52	2·16	2·47	2·32	1·21
13	Net earnings per train-mile „	1st half	2·02	2·97	0·54	2·35		1·66	1·13	2·90	0·86	1·22	2·09	—*0·15*	1·92
		2nd „	1·55	1·89	1·80	2·08		0·99	0·85	2·67	0·45	0·88	1·33	0·24	1·33
14	Cost per 1,000 gross ton miles moved (freight and dead weight) . . . . „	1st half	5·08	6·55	3·05	3·66		5·90	8·5	4·09	7·07	6·69	7·03	11·42	4·90
		2nd „	5·40	7·41	7·01	3·62		6·24	8·34	3·98	7·56	6·36	8·96	9·71	5·36
15	Percentage of total working expenses on total earnings . . . . . *Per cent.*	1st half	52·84	47·38	85·28	43·94		56·78	71·17	35·74	74·22	66·39	51·21	106·38	38·36
		2nd „	60·37	59·18	60·74	47·06		69·05	74·24	37·10	84·86	71·13	65·14	90·93	47·67
16	Percentage of total working expenses on total earnings excluding from both sides of the account the charges for carriage of revenue stores. . . *Per cent.*	1st half	51·05	46·71	86·01	42·28		55·31	70·59	35·32	72·14	64·77	50·72	106·89	37·21
		2nd „	58·53	58·60	60·58	45·39		67·06	73·92	37·06	83·58	69·15	64·15	90·77	46·36

* For both 5′ 6″ and 3′ 3⅜″ gauges.

DIX 18.

system during each half-year of 1908.

o not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*)to(*n*)	20 (*a*) & (*b*)	10 (*b*) (*c*), (*e*) & (*g*) to (*i*)	6 (*c*)to(*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908.	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2′ 6″	2′ 6″	2′ 6″	2′ 6″	2′ 6″	...	1
459·15	1,477·48	820·80	391·13	833·22	2,092·00	427·58	1,160·50	2,042·00	68·72	250·10	59·44	102·26	72·68	56·94	...	2
66	282	144	52	87	302	71	235	294	11	29	20	22	9	9	...	3
1·83	64·52	0·37	...	...	3·40	...	0·04	15·06	...	...	6·00	0·06	...	0·51	...	4
0·28	31·83	0·64	...	...	0·23	6·41	14·64	76·28	...	31·51	2·38	...	9·57	...	...	
1·68	47·78	2·05	...	...	18·75	8·89	130·82	650·41	1·10	60·54	9·94	27·57	23·74	...	...	
123·76	155·52	32·76	...	168·36	348·10	14·61	244·55	330·87	30·75	38·07	3·40	30·07	13·24	17·83	...	
64·74	142·80	15·34	13·95	61·24	219·60	14·64	103·73	110·85	6·98	13·39	...	22·77	3·94	2·55	...	
1·83	19·81	0·82	5·41	2·31	3·40	3·44	0·04	15·06	0·46	0·08	1·33	3·63	9·57	0·51	...	5
1/50	1/25	1/180	1/133	1/150	1/40	1/70	1/50	1/40	1/100	1/73	1/38	1/100	1/80	1/50	...	
															Calendar year 1908 by half-years.	
4·17	3·38	1·89	3·99	3·39	3·29	3·12	4·25	2·26	3·92	1·55	0·99	—*10·22*	3·52	2·41	1st half	6
2·41	1·23	2·82	1·72	3·02	2·14	2·04	3·55	2·03	1·76	0·47	0·64	5·20	2·00	0·83	2nd „	
...	...	...	4·00	...	...	...	...	...	...	1·48	...	...	3·52	2·41	1st half	7
...	...	...	1·72	...	...	...	...	...	...	0·45	...	...	2·00	0·83	2nd „	
50,209	1,05,611	93,835	69,093	26,457	76,886	56,095	86,456	77,141	30,868	57,910	2,98,848	64,911	55,062	24,906	1st half	8
50,286	1,07,468	94,816	69,198	27,258	76,293	57,135	86,728	79,050	30,870	59,340	3,00,294	67,018	57,398	24,906	2nd „	
139	285	238	193	90	248	133	278	162	81	92	297	60	103	46	1st half	9
100	203	260	126	70	200	115	273	142	55	71	327	55	79	33	2nd „	
57	140	172	86	53	146	63	132	92	35	58	184	314	29	22	1st half	10
52	147	161	79	35	133	66	149	81	34	60	253	—*79*	35	25	2nd „	
3·32	3·68	3·44	3·35	2·77	3·20	3·09	3·27	2·99	4·57	2·32	3·67	0·97	4·56	2·39	1st half	11
2·78	2·65	3·68	2·46	2 22	2·89	2·90	3·13	2·75	3·66	1·75	4·26	0·86	4·09	1·57	2nd „	
1·36	1·81	2·49	1·49	1·62	1·88	1·46	1·55	1·69	1·95	1·45	2·27	5·11	1·27	1·18	1st half	12
1·43	1·91	2·28	1·55	1·13	1·92	1·66	1·71	1·56	2·27	1·49	3·29	—*1·23*	1·79	1·19	2nd „	
1·96	1·87	0·95	1·86	1·15	1·32	1·63	1·72	1·30	2·62	0·87	1·40	—*4·14*	3·29	1·21	1st half	13
1·35	0·74	1·40	0·91	1·09	0·97	1·24	1·42	1·19	1·38	0·26	0·97	2·09	2·30	0·38	2nd „	
8·03	7·48	11·39	7·33	8·05	8·13	5·82	8·21	8·43	9·36	7·11	28·03	82·17	6·32	10·56	1st half	14
8·61	8·56	9·72	8·48	6·04	8·65	7·01	8·77	8·02	12·44	7·15	38·35	—*21·91*	8·48	15·87	2nd „	
40·85	49·12	72·31	44·49	58·64	58·75	47·26	47·40	56·58	42·66	62·70	61·82	527·27	27·86	49·23	1st half	15
51·60	72·27	62·00	63·11	50·89	66·38	57·30	54·66	56·76	62·22	84·97	77·29	—*143·21*	43·83	76·04	2nd „	
40·50	48·38	69·74	43·17	57·74	57·66	46·56	46·80	55·61	42·63	61·48	60·94	536·39	27·86	49·20	1st half	16
51·11	71·14	60·08	61·22	49·82	65·66	56·81	54·17	54·94	62·12	83·52	77·20	—*143·84*	43·83	74·16	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5' 6"											
		Number.	1 (*a*)	2 (*a*)to(*g*)	3 (*a*)	4 (*a*)to(*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam Bengal.	Bengal and North Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	OUTLAY, EARNINGS AND EXPENSES—*concld.* (*Inclusive of Steam-boat Service.*)													
17	Percentage of total working expenses on total earnings (for details, see items 123—129) . . . *Per cent.*	1st half	54·01	47·38	85·28	44·19	56·78	71·17	35 74	74·22	66·39	51·21	106·54	40·35
		2nd „	61·99	59·18	60·74	47·72	69·05	74·24	37·10	84·88	71·13	65·14	91·41	50·21
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.													
18	Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.) *Rs.*	1st half	68,83	59,97	54,52	1,89,83	1,87,29	60,56	9,27	2,41,31	55,60	12,76	22,48	32,44
		2nd „	67,36	58,74	54,07	1,81,56	1,79,82	57,16	7,33	2,42,83	47,67	16,67	19,13	32,84
	Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load)*—													
19	Coaching in thousands of Rs. „	1st half	17,92	24,59	25,68	52,34	67,13	24,03	2,23	91,26	23,47	5,18	8,45	14,51
		2nd „	19,54	28,01	20,35	53,78	76,66	25,21	2,15	98,79	22,16	6,91	7,10	16,12
20	Goods in thousands of Rs. . „	1st half	50,91	35,38	28,84	1,37,49	1,20,16	36,53	7,04	1,50,05	32,13	7,58	14,03	17,93
		2nd „	47,82	30,73	33,72	1,27,72	1,03,16	31,95	5,18	1,44,04	25,51	9,76	12,03	16,72
	COACHING TRAFFIC.													
	Gross receipts and train-mileage (in thousands)—													
21	Receipts from coaching traffic *Rs.*	1st half	44,76	46,79	32,39	1,39,81	1,04,44	36,25	6,64	1,33,86	41,34	11,88	11,58	41,49
		2nd „	41,80	42,46	29,17	1,20,79	92,19	34,05	5,48	1,16,23	35,43	11,51	9,03	35,70
22	Coaching train-miles run . *No.*	1st half	1,372	1,414	1,175	4,525	4,234	1,213	210	5,137	1,494	328	414	1,586
		2nd „	1,415	1,429	1,186	4,642	4,581	1,369	214	5,200	1,330	384	383	1,663
23	Average coaching receipts per train-mile . . . . *Rs.*	1st half	3·26	3·31	2·76	3·09	2·47	2·99	3·16	2·61	2·77	3·63	2·80	2·62
		2nd „	2·96	2·97	2·46	2·60	2·01	2·49	2·56	2·24	2·66	3·00	2·36	2·15
	UNITS AND UNIT-MILEAGE.													
	Number of units carried one mile (in thousands)—													
24	1st class . . . *Unit-miles*	1st half	2,019	2,232	1,271	5,875	8,826	1,840	318	5,722	1,913	693	380	529
		2nd „	1,644	1,886	1,189	5,852	9,101	1,678	262	4,976	1,819	641	420	431
25	2nd „ . . . . „	1st half	4,040	14,410	3,457	12,341	27,854	7,226	2,199	16,517	5,149	3,607	691	1,511
		2nd „	4,564	11,687	2,989	14,906	30,418	7,995	2,036	16,973	5,943	2,528	652	1,623
26	3rd or intermediate class „	1st half	10,587	14,806	18,185	57,220	61,378	3,210	15,590	58,192	23,931	...	539	5,729
		2nd „	10,966	12,653	16,040	64,049	51,532	2,504	10,010	55,671	22,325	...	502	5,602
27	4th or lowest „ „	1st half	290,312	304,902	187,572	915,026	573,875	237,155	28,933	885,592	257,181	85,289	69,922	359,039
		2nd „	265,763	277,199	166,693	760,851	505,708	222,429	27,123	724,578	206,686	77,969	49,888	308,028
28	Total passenger unit-mileage „	1st half	306,958	336,350	210,485	990,462	671,933	249,431	47,040	966,023	288,174	89,589	71,532	366,808
		2nd „	282,937	303,375	186,911	845,656	596,759	234,606	39,431	802,198	236,773	81,138	51,462	315,684
29	Other coaching traffic . *Ton miles*	1st half	1,916	3,820	1,435	10,105	9,978	2,800	452	7,745	1,716	641	471	1,120
		2nd „	2,009	3,829	1,398	9,730	8,197	2,296	346	8,810	1,728	744	444	969

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	Serial number.
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*) (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
40·85	49·70	72·85	44·49	58·64	58·75	46·84	47·40	56·58	42·66	62·70	61·82	527·47	27·86	49·23	1st half	17
51·60	73·06	63·12	63·11	50·89	66·38	56·86	54·66	56·76	62·22	84·97	77·29	—*143·20*	43·83	76·04	2nd „	
6,55	52,22	36,18	8,35	11,19	78,12	7,03	36,90	47,42	58	3,69	2,80	8,35	54	33	1st half	18
5,87	54,57	33,89	7,60	7,35	71,52	6,93	41,42	41,42	59	4,01	3,72	—*2,12*	64	37	2nd „	
3,51	19,53	14,56	3,22	5,27	32,05	2,79	18,03	16,04	43	1,02	1,11	3,74	24	9	1st half	19
3,62	23,01	13,23	3,83	3,94	33,37	3,23	20,09	15,36	41	1,17	1,60	—*1,02*	37	16	2nd „	
3,04	32,69	21,62	5,13	5,92	46,07	4,24	18,87	31,38	15	2,67	1,69	4,61	30	24	1st half	20
2,25	31,56	20,66	3,77	3,41	38,15	3,70	21,33	26,06	18	2,84	2,12	—*1,10*	27	21	2nd „	
9,44	49,24	24,70	6,74	9,67	55,72	6,14	44,44	31,67	96	2,27	2,31	95	1,13	36	1st half	21
7,61	39,44	22,83	5,31	7,89	47,62	5,57	44,01	28,64	59	1,72	2,81	99	90	28	2nd „	
321	1,150	890	261	366	2,275	219	1,379	1,116	22	66	48	72	12	13	1st half	22
303	1,227	851	300	390	2,245	226	1,400	1,146	18	72	49	76	20	19	2nd „	
2·94	4·28	2·77	2·59	2·64	2·45	2·81	3·22	2·84	4·43	3·45	4·81	1·31	9·21	2·71	1st half	23
2·51	3·22	2·68	1·77	2·02	2·12	2·47	3·14	2·50	3·33	2·40	5·73	1·30	4·57	1·50	2nd „	
236	1,925	675	238	224	1,470	191	1,376	1,154	60	41	118	31	34	3	1st half	24
186	1,690	850	172	195	1,348	208	1,222	948	37	45	166	31	37	2	2nd „	
1,434	4,212	2,250	1,980	838	5,227	891	5,980	3,945	87	108	238	90	106	9	1st half	25
1,087	3,738	2,382	1,739	796	4,846	1,162	5,991	3,455	60	128	306	86	112	7	2nd „	
1,865	...	20,133	...	2,613	11,499	555	...	...	71	79	...	179	140	24	1st half	26
1,350	...	16,037	...	2,155	10,833	532	...	...	79	106	...	231	180	22	2nd „	
54,384	279,606	140,880	52,919	75,891	440,012	42,743	379,081	240,967	7,156	19,611	1,932	6,964	6,170	2,090	1st half	27
44,398	220,139	129,127	41,807	59,821	369,623	36,484	375,105	205,075	4,724	14,370	2,158	7,303	4,587	1,653	2nd „	
57,919	285,743	163,938	55,137	79,566	458,208	44,380	386,437	246,066	7,374	19,839	2,288	7,264	6,450	2,126	1st half	28
47,021	225,567	148,396	43,718	62,967	386,350	38,386	382,318	209,478	4,900	14,649	2,630	7,651	4,916	1,684	2nd „	
269	1,265	955	265	389	3,385	191	1,006	1,596	55	57	56	22	29	9	1st half	29
206	1,331	1,091	183	399	3,512	181	1,013	1,295	14	60	68	22	31	6	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	COACHING TRAFFIC—*contd.*													
	Average sum received for carrying a unit one mile—													
30	1st class . . . . *Pies*	1st half	12·97	10·55	13·65	14·30	10·90	12·55	14·56	11·24	11·96	11·59	15·41	12·57
		2nd „	12·97	10·15	13·42	12·94	10·77	12·50	15·47	11·33	12·06	11·24	15·65	12·61
31	2nd „ . . . . „	1st half	6·57	4·77	6·43	6·83	4·59	4·34	4·94	4·77	5·93	3·96	7·68	6·08
		2nd „	6·59	5·10	6·19	5·86	4·48	4·35	4·99	4·69	5·20	5·08	7·63	5·96
32	3rd or intermediate class . „	1st half	3·15	3·00	2·95	3·29	2·96	4·50	2·47	3·02	3·03	...	3·94	3·14
		2nd „	3·15	2·99	3·04	2·93	2·97	4·50	2·48	3·02	3·04	...	3·87	3·12
33	4th or lowest „ . „	1st half	2·40	2·13	2·46	2·21	2·19	2·27	2·00	2·26	2·33	2·09	2·70	1·99
		2nd „	2·40	2·14	2·50	2·20	2·13	2·26	2·00	2·26	2·36	2·23	2·83	1·99
34	Average for all classes . „	1st half	2·55	2·34	2·64	2·40	2·48	2·43	2·38	2·40	2·51	2·24	2·83	2·04
		2nd „	2·55	2·34	2·68	2·39	2·45	2·23	2·36	2·42	2·57	2·39	3·00	2·05
35	Other coaching traffic per ton-mile. „	1st half	40·38	29·04	46·20	30·39	34·27	31·96	34·77	32·50	40·68	42·56	42·58	41·98
		2nd „	39·69	27·82	42·90	30·63	37·46	36·73	35·11	32·94	40·97	36·74	42·54	40·46
	UNITS AND UNIT-MILEAGE.													
	Average number of units in a train—													
36	1st class . . . . *No.*	1st half	1·47	1·58	1·08	1·30	2·08	1·52	1·03	1·11	1·28	2·11	0·92	0·34
		2nd „	1·16	1·32	1·00	1·26	1·99	1·23	0·87	0·96	1·37	1·67	1·10	0·26
37	2nd „ . . . . . „	1st half	2·94	10·19	2·94	2·73	6·58	5·96	7·10	3·21	3·45	11·01	1·67	0·95
		2nd „	3·23	8·15	2·52	3·21	6·64	5·84	6·72	3·26	4·47	6·59	1·70	0·97
38	3rd or intermediate class . „	1st half	7·72	10·47	15·48	12·65	14·50	2·64		11·33	16·01	...	1·30	3·61
		2nd „	7·75	8·86	13·53	13·80	11·25	1·83		10·71	16·79	...	1·31	3·37
39	4th or lowest „ . „	1st half	211·64	215·55	159·69	202·24	135·55	195·55	143·84 122·65	172·40	172·10	260·30	168·89	226·43
		2nd „	187·88	194·04	140·60	168·91	110·39	162·50		139·34	155·43	203·26	130·18	185·22
40	Total passenger units . . „	1st half	223·77	237·79	179·19	218·92	158·71	205·67	151·97	188·05	192·84	273·42	172·78	231·33
		2nd „	200·02	212·37	157·65	182·18	130·27	171·40	130·24	154·27	178·06	211·52	134·29	159·82
41	Other coaching traffic . . *Tons.*	1st half	1·40	2·70	1·22	2·23	2·36	2·31	1·46	1·51	1·15	1·96	1·14	0·71
		2nd „	1·42	2·68	1·18	2·10	1·79	1·68	1·14	1·69	1·30	1·94	1·16	0·58
	VEHICLES AND VEHICLE MILEAGE—													
	Number of coaching vehicles hauled one mile (in thousands)—													
42	1st class . . . *Vehicle-miles*	1st half	1,597	1,031	1,180	5,408	6,697	1,238	412	5,586	1,472	464	586	2,687
		2nd „	1,674	990	1,249	5,725	6,950	1,179	414	5,707	1,661	409	621	2,875
43	2nd „ . . . . „	1st half	1,433	2,529	1,098	6,674	6,707	1,355	420	5,614	1,291	667	574	2,444
		2nd „	1,553	2,549	1,168	6,752	6,783	1,391	412	5,677	1,400	637	612	2,514
44	3rd or intermediate class „	1st half	1,114	891	2,271	7,086	3,824	336		6,804	2,159	...	216	2,393
		2nd „	1,059	903	2,284	8,570	3,724	182		7,117	2,303	...	232	2,631
45	4th or lowest „ „	1st half	13,008	12,237	8,086	42,105	27,130	8,854	1,797	42,266	8,255	2,962	4,569	26,571
		2nd „	13,128	11,906	8,258	42,566	30,292	10,112	1,638	41,923	8,531	2,902	4,632	26,418
46	Other vehicles . . „	1st half	1,222	2,220	1,721	5,116	7,349	1,563	233	4,558	942	351	538	455
		2nd „	1,118	2,252	1,712	5,682	7,445	1,465	216	5,031	1,274	329	568	411
47	Brake-vans . . . „	1st half	2,514	1,875	1,048	8,161	7,336	2,486	434	8,587	2,036	665	421	4,248
		2nd „	2,422	1,953	1,145	6,787	7,472	2,364	438	7,701	2,044	763	430	4,170
48	Total . . . . . „	1st half	20,888	20,783	15,404	74,550	59,043	15,832	3,296	73,415	16,155	5,109	6,904	38,798
		2nd „	20,954	20,553	15,816	76,082	62,666	16,703	3,118	73,156	17,213	5,040	7,095	39,019

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
12·00	15·08	13·36	11·24	14·20	11·96	24·30	11·54	15·19	18·00	15·85	56·55	11·93	14·80	16·45	1st half	30
12·00	15·20	13·42	11·73	13·51	11·95	25·81	10·95	15·38	17·99	15·45	56·21	11·68	14·63	14·89	2nd „	
6·00	8·22	6·89	5·12	6·81	5·31	8·81	5·16	6·59	8·97	7·60	25·32	5·58	7·67	7·74	1st half	31
6·00	7·80	6·63	5·07	6·63	5·55	7·36	5·23	6·57	8·98	7·49	26·71	5 88	7·38	7·47	2nd „	
4·00	...	2·92	...	2·86	2·98	4·44	...	...	3·00	4·25	...	3·00	4·48	4·50	1st half	32
4·00	...	2·85	...	2·84	2·98	4·48	...	...	3·00	3·79	...	3·00	4·01	4·42	2nd „	
2·75	2·99	2·50	2·00	2·03	2·01	2·14	1·99	2·05	1·99	2·00	10·50	2·25	3·00	3·00	1st half	33
2·75	2·97	2·49	2·00	2·02	2·00	2·17	2·00	2·22	1·99	1·98	10·50	2·25	3·00	2·98	2nd „	
2·91	3·14	2·66	2·15	2·14	2·10	2·40	2·08	2·18	2·21	2·07	14·42	2·35	3·17	3·06	1st half	34
2·90	3·15	2·66	2·16	2·15	2·11	2·49	2·08	2·35	2·21	2·08	15 27	2·35	3·22	3·04	2nd „	
47·66	37·02	40·33	40·81	40·16	31·57	59·37	50·07	44·70	37·50	43·11	199·48	49·81	43·24	43·38	1st half	35
47·53	34·25	40·36	42·08	40·88	27·88	62·71	50·12	44·66	35·65	43·17	202·39	50·98	43·17	43·67	2nd „	
0·73	1·67	0·76	0·66	0·61	0·65	0·87	1·00	1·03	2·77	0·62	2·46	0·43	2·77	0·24	1st half	36
0·61	1·38	1·00	0·45	0 51	0·60	0·92	0·87	0·83	2·98	0·64	3 38	0·41	1·90	0·12	2nd „	
4·47	3·66	2·53	5·45	2·29	2·30	4·07	4·34	3·54	4·03	1·65	4·98	1·25	8·63	0·68	1st half	37
3·59	3·05	2·80	4·53	2·04	2·16	5·15	4·28	3·02	3·38	1·78	6·23	1·12	5·70	0·38	2nd „	
5·81	...	22·61	...	7·13	5·05	2·54	...	...	3·27	1·20	...	2·48	11·39	1·81	1st half	38
4·46	...	18·85	...	5·53	4·83	2·36	...	...	4·48	1·47	...	3·03	9·17	1·18	2nd „	
169·33	243·04	158·22	145·84	207·12	193·41	195·46	274·81	216·00	330·13	298·76	40·29	96·54	502·19	158·29	1st half	39
146·59	179·45	151·80	108·89	153·58	164·75	161·77	267·96	179·00	266·19	199·82	43·96	95·65	234·20	88·14	2nd „	
180·34	248·37	184·12	151·95	217·15	201·41	202·94	280·15	220·57	340·20	302·23	47·73	100·70	524·98	161·02	1st half	40
155·25	183·88	174·15	113·87	161·66	172·34	170·20	273·11	182·85	276·13	203·71	53·57	100·21	250·97	89·82	2nd „	
0·84	1·10	1·07	0·73	1·06	1·49	0·87	0·73	1·43	2·52	0·87	1·18	0·30	2·37	0·66	1st half	41
0·68	1·08	1·28	0·48	1·02	1·56	0·80	0·72	1·13	0·76	0·83	1·39	0·28	1·60	0·33	2nd „	
455	1,714	1,008	565	383	2,706	399	1,419	1,573	36	89	64	40	42	9	1st half	42
433	1,724	977	551	388	2,698	432	1,516	1,694	25	123	73	37	45	8	2nd „	
533	2,176	854	680	392	2,715	353	1,488	1,682	30	89	66	37	53	9	1st half	43
530	2,082	897	676	382	2,708	377	1,457	1,800	20	123	71	38	68	8	2nd „	
468	...	1,634	...	564	1,503	183	...	...	31	52	...	32	25	147	1st half	44
464	...	1,754	...	552	1,468	200	...	...	24	66	...	43	38	173	2nd „	
3,358	18,843	8,232	3,003	4,684	28,866	2,709	17,396	13,889	332	1,606	192	505	379		1st half	45
3,229	19,634	9,026	2,863	4,527	27,520	2,754	18,554	13,837	249	1,614	202	583	310		2nd „	
140	1,310	1,192	205	356	2,077	171	1,960	1,509	32	88		69	59	5	1st half	46
123	1,230	1,305	196	362	2,088	176	2,071	1,295	6	147		78	80	6	2nd „	
663	1,632	1,012	410	1,121	5,648	511	728	1,725	58	76	120 111	49	8	20	1st half	47
642	1,651	996	512	1,124	5,580	580	781	1,754	49	85		44	17	23	2nd „	
5,617	25,675	13,932	4,863	7,500	43,515	4,326	22,991	20,378	519	2,000	442	732	566	190	1st half	48
5,426	26,371	14,955	4,798	7,335	42,062	4,519	24,379	20,380	373	2,188	457	823	558	218	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	COACHING TRAFFIC—*contd.*													
	VEHICLES AND VEHICLE-MILEAGE—*concld.*													
	Average number of vehicles in a coaching train—													
49	1st class . . . . No.	1st half	1·17	0·73	1·00	1·20	1·58	1·02	1·33	1·09	0·99	1·41	1·41	1·70
		2nd „	1·18	0·69	1·06	1·23	1·52	0·86	1·37	1·10	1·25	1·06	1·62	1·73
50	2nd „ . . . . „	1st half	1·05	1·79	0·94	1·48	1·59	1·12	1·36	1·09	0·86	2·04	1·39	1·54
		2nd „	1·10	1·78	0·99	1·46	1·48	1·02	1·36	1·09	1·05	1·66	1·60	1·51
51	3rd or intermediate class . „	1st half	0·81	0·63	1·93	1·57	0·90	0·27		1·32	1·45	...	0·52	1·51
		2nd „	0·75	0·63	1·92	1·85	0·81	0·13	5·81	1·37	1·73	...	0·60	1·58
52	4th or lowest „ . „	1st half	9·48	8·65	6·88	9·31	6·41	7·30	5·41	8·23	5·52	9·04	11·04	16·75
		2nd „	9·28	8·34	6·96	9·17	6·61	7·39		8·06	6·41	7·57	12·09	15·89
53	Other vehicles . . . . „	1st half	0·89	1·57	1·47	1·13	1·74	1·29	0·75	0·89	0·63	1·07	1·30	0·29
		2nd „	0·79	1·58	1·44	1·22	1·63	1·07	0·71	0·97	0·96	0·86	1·48	0·24
54	Brake-vans . . . . „	1st half	1·83	1·32	0·89	1·80	1·73	2·05	1·40	1·67	1·36	2·03	1·01	2·68
		2nd „	1·71	1·37	0·97	1·46	1·63	1·73	1·45	1·48	1·54	1·99	1·12	2·51
55	Total . . . . . „	1st half	15·23	14·69	13·11	16·49	13·95	13·05	10·65	14·29	10·81	15·59	16·67	24·47
		2nd „	14·81	14·39	13·34	16·39	13·68	12·20	10·30	14·07	12·94	13·14	18·51	23·46
	Average earnings per coaching vehicle per mile—													
56	1st class . . . . *Pies.*	1st half	16·39	22·83	14·71	15·54	14·36	18·66	11·24	11·51	15·55	17·33	9·99	2·48
		2nd „	12·74	19·34	12·78	13·23	14·10	17·78	9·78	9·88	13·21	17·64	10·57	1·89
57	2nd „ . . . . „	1st half	18·52	27·19	20·24	12·63	19·07	23·17	25·88	14·07	22·07	21·42	9·24	3·76
		2nd „	19·36	23·30	15·85	12·93	20·09	24·98	24·67	14·01	22·08	20·18	8·13	3·68
58	3rd or intermediate class . „	1st half	29·92	49·77	23·64	26·57	47·58	43·00		25·82	33·64	...	9·86	7·44
		2nd „	32·65	41·95	21·32	21·86	41·04	61·98	53·59	23·59	29·46	...	8·39	6·64
59	4th or lowest . „ . „	1st half	53·51	53·18	57·17	47·99	46·35	60·72	48·20	47·31	72·67	60·25	41·38	26·94
		2nd „	48·51	49·75	50·48	39·25	35·52	49·64		39·06	57·30	59·79	30·43	23·24
60	Other vehicles . . . . „	1st half	63·30	49·96	38·53	60·01	46·53	57·28	67·37	55·23	74·07	77·81	37·27	103·31
		2nd „	71·31	47·30	35·09	52·45	41·24	57·56	56·10	57·69	55·56	83·24	33·26	95·40
	Carrying capacity hauled one mile (excluding brakes) (in thousands)—													
61	1st class . . . . *Seats*	1st half	16,361	25,504	25,527	84,277	92,854	13,530	4,873	98,228	27,304	3,936	6,757	24,395
		2nd „	25,273	24,769	26,138	86,686	97,507	12,992	4,895	102,026	32,453	3,518	7,184	25,694
62	2nd „ . . . . „	1st half	21,852	80,923	26,343	141,747	188,600	21,777	10,081	110,947	23,603	13,650	6,656	29,960
		2nd „	27,461	81,562	27,777	151,156	191,379	22,511	10,629	113,514	27,567	12,614	7,129	31,826
63	3rd or intermediate class . „	1st half	40,720	39,033	105,345	312,769	213,014	13,101		264,364	70,202	...	4,573	50,742
		2nd „	39,844	39,492	106,385	386,678	209,639	7,091	100,123	271,240	71,821	...	4,610	56,087
64	4th or lowest class . . „	1st half	684,943	655,315	448,824	2,320,622	1,407,605	498,670	91,728	2,265,707	450,489	175,318	159,384	714,078
		2nd „	685,638	638,212	456,910	2,305,666	1,573,919	5 4,886		2,226,566	437,095	171,116	162,992	718,565
65	Other vehicles . . . Tons	1st half	10,406	11,254	17,482	43,521	37,827	10,024	4,103	67,269	20,233	1,521	1,665	1,157
		2nd „	8,784	11,418	17,218	47,226	38,481	10,428	3,840	53,293	23,695	1,403	1,632	937

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3¾″										2′ 6″					Gauge	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*f*) & (*r*)	7 (*i*)	18 (*a*) to (*i*)	2 (*h*) to (*n*)	20 (*a*) & (*k*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*).	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1·41	1·49	1·13	1·56	1·05	1·19	1·83	1·03	1·41	1·67	1·35	1·33	0·55	3·41	0·69	1st half	49
1·43	1·40	1·15	1·43	0·99	1·20	1·92	1·08	1·48	1·68	1·48	1·49	0·49	2 33	0·42	2nd „	
1·66	1·89	0·96	1·87	1·07	1·20	1·61	1·08	1·51	1·36	1·35	1·37	0·51	4·33	0·69	1st half	50
1·75	1·70	1·05	1·76	0·98	1·21	1·67	1·04	1·57	1·13	1·47	1·44	0 50	3·47	0·42	2nd „	
1·46	...	1·83	...	1·54	0·66	0·83	...	...	1·42	0·79	...	0·44	2·02		1st half	51
1·53	...	2 07	...	1·42	0·65	0·89	...	...	1·37	0·79	...	0 56	1 93		2nd „	
10·46	16·38	9·25	8·28	12·78	12·69	12·39	12·61	12·45	15·32	24·47	4·01	7·00	30·87	11·14	1st half	52
10·63	16·05	10·61	7·46	11·62	12·26	12·21	13·26	12·08	14·06	19 77	4·11	7·64	15·81	9 24	2nd „	
0·44	1·14	1·34	0·56	0·97	0·91	0·78	1·42	1·35	1·46	1·34		0·96	4·79	0·36	1st half	53
0·42	1·09	1·53	0·51	0·93	0·93	0·78	1·48	1·13	0·34	1·77	2·50	1·02	1·08	0·30	2nd „	
2·06	1·42	1·14	1·13	3·03	2·48	2·34	0·53	1·55	2·69	1·16	2·26	0·69	0·69	1·53	1st half	54
2·12	1·35	1·17	1 34	2·89	2·49	2·57	0·56	1·53	2·75	1·03		0·57	0·37	1·24	2nd „	
17·40	22·32	15·65	13·40	20·47	19·13	19·78	16·67	18·27	23·92	30·46	9·21	10·15	46·11	14·41	1st half	55
17·91	21·50	17·58	12 50	18·33	18·74	20·04	17·42	17·79	21·03	26·31	9·30	10·78	28·49	11·62	2nd „	
6·23	16·94	8·95	4·74	8·30	6·50	11·62	11·19	11·15	29·79	7·26	104·59	9·20	12 00	5·72	1st half	56
5·15	14·89	11·67	3·67	6·80	5·97	12 44	8·83	8·00	27·00	5·68	127·49	9·68	11 91	4·27	2nd „	
16·14	15·92	18·16	14·90	14·57	10·22	22·20	20·75	15·45	26·56	9·28	91·72	13·62	15·29	7·64	1st half	57
12·31	14·01	17·62	13·04	13·82	9·93	22 69	21·49	12·61	26·87	8·43	115·25	13·28	12·12	6 69	2nd „	
15 95	...	36 01	...	13·24	22·81	13·49	...	...	6·88	6·47	...	16·75	25·28		1st half	58
11·63	...	26 04	...	11·08	21·98	11·90	...	...	9·79	6·41	...	16·25	19·06	43·33	2nd „	
44·53	44·31	42·81	35·20	32·83	30·60	33·82	43·47	35·50	42·99	24·42	105·37	31·05	48·81	19·02	1st half	59
37·81	33·27	35·60	29 15	26·74	26·93	28·80	40 39	32·66	37 76	19·09	112·10	28·17	44·45		2nd „	
91·48	35·77	32·30	52·82	43·83	51·45	66·37	25·71	47·27	65·14	28·05	94·21	15·61	21·43	79·96	1st half	60
76·63	37·06	33·75	39 25	45·09	46·88	64 50	24·52	44·65	79·23	18·47	124·50	14·15	16·92	48·25	2nd „	
3,277	17,163	11,450	8,693	4,578	26,658	3,483	13,759	12,700	426	666	689	541	422	109	1st half	61
3,108	17,397	10,210	6,428	4,618	26,711	4,585	14,451	13,499	281	912	794	511	459	95	2nd „	
5,415	36,822	10 265	8,614	4,700	32,578	3,534	16,245	20,845	354	800	869	517	549	109	1st half	62
5,292	35,179	10,313	10,821	4,581	32,486	5,393	15,813	22,095	241	1,102	957	532	708	95	2nd „	
7,392	...	31 995	...	14,443	38,260	2,570	...	...	741	800	...	932	546		1st half	63
7,512	...	33,604	...	14 129	37,349	3,474	...	...	584	1,014	...	1,238	794	4,777	2nd „	
96 520	548,879	240,638	107,120	120,670	966,182	110,533	563,831	431,421	9,600	46,600	4,547	11,457	5,427	5,621	1st half	64
95,219	576,055	272,639	102,555	116,527	999,319	96,726	569,960	434,719	7,230	45,715	4,756	13,092	6,271		2nd „	
545	3,613	6,775	835	4,089	10,009	1,074	5,070	4,138	126	934	478	205	117	16	1st half	65
497	3,357	7,411	856	4,179	10,885	1,931	5,560	3,444	24	395	461	233	159	6	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*)to(*g*)	3 (*a*)	4 (*a*)to(*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	COACHING TRAFFIC—*contd.*													
	VEHICLES AND VEHICLE-MILEAGE—*concld.*													
	Percentage of freight upon capacity hauled—													
66	1st class . . . *Per cent.*	1st half	12·34	8·75	4·98	6·97	9·51	13·60	6·53	5·83	7·01	17·62	5·62	2·17
		2nd „	6·50	7·62	4·55	6·75	9·33	12 91	5·35	4·88	5·61	18·22	5·84	1·68
67	2nd „ . . . . „	1st half	18·49	17·81	13·12	8·71	14·77	33·18	21·81	14·89	21·82	26·42	10 38	5·04
		2nd „	16·62	14·27	10·76	9·86	15·89	35·51	19·16	14·95	21·56	20·05	9·15	5·10
68	3rd or intermediate class „	1st half	26 00	37·93	17·26	18·29	28·81	24·50		22·01	34·09	...	11·78	11·29
		2nd „	27·52	32·04	15·03	16·56	24·58	35·32		20·53	31·08	...	10·88	9·99
69	4th or lowest class . „	1st half	42·38	46·53	41·79	39·43	40·77	47·56	44·47	39·09	57·09	48·65	43·87	50·28
		2nd „	38·76	43·43	33 43	33·00	32·13	39·38	40·48	32·54	47 29	45·56	30 61	42 87
70	Other vehicles . . „	1st half	18·41	33·94	8·20	23·22	26·38	27·93	11·01	11·51	8·48	42·18	28·27	96·88
		2nd „	22·87	33·53	8·12	20·60	21·30	22 01	9·00	16·53	7·29	53·04	27·20	103·43
	WEIGHT OF TRAIN AND TON-MILEAGE.													
	Gross ton-mileage of all coaching trains (in thousands)—													
71	Freight . . . *Ton-miles*	1st half	20,495	24,378	14,184	70,014	51,204	17,984	3,331	66,266	19,186	6,117	4,791	23,180
		2nd „	19,142	22,339	12,612	61,001	44,975	16 5 9	2,763	57,480	16,126	5,938	3,561	19,959
72	Dead weight . . . „	1st half	332,179	351,062	269,506	1,358,275	1,087,251	263,879	51,154	1,223,726	331,580	67,544	69,206	273,168
		2nd „	342,615	355,634	275,082	1,424,043	1,182,863	285,642	51,211	1,249,060	332,315	71,131	69,598	280,892
73	Total . . . . „	1st half	352,674	375,440	283,690	1,428,289	1,138,455	281,863	54,485	1,289,992	350,766	73,661	73,997	296,348
		2nd „	361,757	377,973	287,695	1,485,049	1,227,838	302,241	53,974	1,306,540	348,441	77,069	73,159	300,851
	Average weight of a coaching train—													
74	Freight . . . . *Tons*	1st half	14·94	17·23	12·07	15·48	12·09	14·83	10·76	12·90	12·84	18·67	11·57	14·62
		2nd „	13·53	15·64	10·64	13·14	9·82	12·13	9·13	11·05	12·13	15·48	9·29	12·00
75	Dead weight . . . „	1st half	242·16	248·19	229·44	300·20	256·82	217·59	189·98	238·22	221·89	206·14	167·16	172·27
		2nd „	242·21	248·95	232 02	306·79	258·21	208·68	191·54	240·21	249·91	185·43	181·62	168 90
76	Total . . . . „	1st half	257·10	265·42	241·51	315·68	268·91	232·42	200·74	251·12	234·73	224·81	178·73	186·89
		2nd „	255·74	264·59	242 66	319·93	268 03	226·81	200·67	251·26	262·04	200·91	190 91	180·90
	COST OF WORKING AND PROFITS—													
77	Average cost of hauling a coaching train one mile . . *Rs.*	1st half	1·31	1·74	2·19	1·16	1·59	1·98	1·06	1·78	1·57	1·58	2·04	0·91
		2nd „	1·38	1·93	1·72	1·16	1·67	1·84	1·00	1 90	1·67	1 80	1·85	0·97
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . *Pies*	1st half	18·73	24·97	34·35	15·13	24·93	34·65	14·96	27·03	31·91	22·38	25·03	8·06
		2nd „	20·25	28 91	12·76	14·90	26·67	33 75	15·39	28·98	28·05	31·02	20 46	8·88
	Average cost of hauling a coaching unit one mile—													
79	Per passenger unit . . *Pies*	1st half	1·05	1·25	2·01	0·93	1·67	1·67	0·83	1·71	1·48	1·03	2·10	0·75
		2nd „	1·25	1·57	1·79	1·12	2·16	1·90	0 96	2·21	1·67	1·52	2·46	0 97
80	Other traffic per ton . . „	1st half	10·64	13·31	49·01	7·88	16·91	16·30	8·10	13·57	14·62	11·08	25·50	3·99
		2nd „	10·49	15·65	39·79	8·67	22·27	17·07	9·59	14·54	18·08	13·00	22 50	4·62
81	Average profit on working a coaching train one mile . *Rs.*	1st half	1·95	1·57	0 57	1·93	0·88	1·01	2·10	0·83	1·20	2·05	0·76	1·71
		2nd „	1·58	1·01	0·74	1·44	0·34	0·65	1·56	0·34	0·99	1·20	0·51	1·18

DIX 18—*continued.*

system during each half-year of 1903—contd.

do not prepare these statistics.

3 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*)&(*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad Godavari-Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
7·20	11·23	5·90	2·74	4·88	5·52	5·49	10·00	9·09	14·11	6·11	17·09	5·69	8·06	2·90	1st half	66
5·98	9·71	7·76	2·68	4·22	5·05	4·54	8·46	7·02	13·12	4·98	20·90	6·08	8·09	2·39	2nd „	
26·48	11·44	21·92	22·98	17·83	16·05	25·20	36·81	18·92	24·70	13·57	27·45	17·42	19·33	8·23	1st half	67
20·54	10·54	22·03	16·07	17·38	14·91	21·55	37·89	15·64	24·92	12·51	31·97	16·13	15·77	7·47	2nd „	
25·24	...	62·92	...	18·09	30·05	21·61	...	...	9·56	9·87	...	19·25	25·63		1st half	68
17·97	...	47·72	...	15·25	29·00	15·31	...	...	18·60	10·91	...	18·67	22·63	44·26	2nd „	
56·34	50·94	58·54	49·40	50·38	45·54	38·66	67·23	55·85	73·84	41·89	42·49	60·79	113·70	29·79	1st half	69
40·63	38.22	47·36	40·77	40·62	39·79	37·72	62·52	47·17	65·33	35·28	45·37	55·78	73·16		2nd „	
49·34	35·03	14·09	31·80	9·52	31·91	17·81	19·85	38·57	43·39	6·13	11·81	10·55	24·86	55·29	1st half	70
41·44	39·65	14·72	21·32	9·55	32·26	9·37	18·24	37·60	55·55	15·92	14·81	9·29	19·71	99·52	2nd „	
3,782	18,571	10,863	3,623	5,189	31,041	2,879	24,367	16,485	501	1,251	203	461	420	137	1st half	71
3,056	15,007	10,077	2,847	4,201	26,873	2,515	24,121	13,970	310	1,053	239	484	330	107	2nd „	
39,994	242,409	117,004	40,377	60,279	363,321	45,058	195,254	173,778	4,249	13,159	3,770	4,095	3,321	752	1st half	72
38,938	253,778	125,991	42,348	61,000	358,786	43,603	204,944	177,705	3,130	15,304	3,932	4,184	4,037	914	2nd „	
43,776	260,980	127,867	44,000	65,468	394,362	47,937	219,621	190,263	4,750	14,410	3,973	4,556	3,741	889	1st half	73
42,041	268,785	136,068	45,195	65,204	385,659	46,118	229,065	191,675	3,440	16,357	4,171	4,668	4,367	1,021	2nd „	
11·78	16·14	12·20	9·98	14·16	13·64	13·17	17·66	14·78	23·13	19·06	4·24	6·38	34·15	10·34	1st half	74
10·09	12·23	11·85	7·42	10·19	11·97	11·15	17·23	12·20	17·48	12·66	4·87	6·33	16·85	5·74	2nd „	
124·52	210·71	131·41	123·31	164·51	159·70	206·04	141·55	155·77	196·01	200·47	78·63	56·77	270·34	56·99	1st half	75
128·73	206·88	148·11	119·89	156·61	159.84	193·33	146·40	155·11	176·39	184·04	80·12	54·80	206·05	48·73	2nd „	
136·30	226·85	143·61	133·29	178·67	173·34	219·21	159·21	170·55	219·14	219·53	82·87	63·15	304·49	67·33	1st half	76
138·82	219·11	159·96	127·31	167·40	171·81	204·48	163·63	167·31	193·87	196·70	84·99	61·13	222·90	54·47	2nd „	
1·09	1·70	1·64	1·24	1·44	1·41	1·28	1·31	1·44	1·97	1·56	2·32	5·19	1·93	0·71	1st half	77
1·20	1·88	1·55	1·28	1·01	1·49	1·43	1·44	1·34	2·28	1·41	3·26	—*1·34*	1·89	0·86	2nd „	
13·62	15·60	21·64	13·90	15·86	16·25	14·04	15·55	16·52	17·89	10·23	48·41	105·30	8·14	10·60	1st half	78
14·53	17.87	18·19	17·18	12·17	17·56	15·77	16·35	15·84	24·02	10·68	67·25	—*25·20*	13·14	15·99	2nd „	
1·13	1·25	1·49	1·07	1·20	1·26	1·15	0·82	1·15	1·03	0·95	6·81	8·85	0·62	0·82	1st half	79
1·43	1·86	1·49	1·60	1·13	1·53	1·54	0·93	1·31	1·55	1·27	8·81	—*2·29*	1·24	1·78	2nd „	
8·28	15·03	36·56	11·65	14·88	11·26	13·08	28·29	15·37	10·94	15·63	102·76	352·34	17·89	7·92	1st half	80
10·11	15·99	29·93	19·61	11·47	14·20	17·16	31·70	15·84	12·42	24·38	110·68	—*99·31*	32·35	18·38	2nd „	
1·85	2·58	1·13	1·35	1·20	1·04	1·53	1·91	1·40	2·46	1·89	2·49	—*3·88*	7·28	2·00	1st half	81
1·31	1·34	1·13	0·49	1·01	0·63	1·04	1·70	1·16	1·05	0·86	2·47	2·64	2·68	0·64	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*c*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	COACHING TRAFFIC—*concld.* COST OF WORKING AND PROFITS—*concld.* Average profit on working a coaching vehicle one mile—													
82	1st class . . . *Pies*	1st half	—2·34	—2·14	—19·64	0·41	—10·57	—15·99	—3·72	—15·52	—16·36	—5·05	—15·04	—5·58
		2nd „	—7·51	—9·57	0·02	—1·67	—12·57	—15·97	—5·61	—19·10	—14·84	—13·38	—9·89	—6·99
83	2nd „ . . . . „	1st half	—0·21	2·22	—14·11	—2·50	—5·86	—11·48	10·92	—12·96	—9·84	—0·66	—15·79	—4·30
		2nd „	—0·89	—5·61	3·09	—1·97	—6·58	—8·77	9·28	—14·97	—5 97	—10·84	—12·33	—5 20
84	3rd or intermediate class „	1st half	11·19	24·80	—10·71	11·44	22·65	8·35		—1·21	1·73	...	—15·17	—0·62
		2nd „	12·40	13·04	8·56	6·96	14·37	28·23		—5·39	1·41	...	—12·07	—2·24
85	4th or lowest class . . „	1st half	34·78	28·21	22·82	32·86	21·42	26·07	38·63	20·28	40·76	37·87	16·35	18·88
		2nd „	28·26	20·84	37·72	24·35	8·85	15·89	32·81	10·08	29·25	28·77	9·97	14·36
86	Other vehicles . . . . „	1st half	44·57	24·99	4·18	44·88	21·60	22·63	52·41	28·20	42·16	55·43	12·24	95·25
		2nd „	51·06	18·39	22·33	37·55	14·57	23·81	40·71	28·71	27·51	52·22	12·60	86·52
	Average profit on working a coaching unit one mile—													
87	Per passenger unit . . *Pies*	1st half	1·50	1·09	0·63	1·47	0·81	0·76	1·55	0·69	1·03	1·21	0·73	1·29
		2nd „	1·30	0·77	0·89	1·27	0·29	0 53	1·40	0·21	0·90	0·87	0·54	1·08
88	Other traffic per ton . . „	1st hal	29·74	15·73	—2·81	22·51	17·36	15·66	26·67	18·93	26 06	31·48	17 08	37·99
		2nd „	29·20	12·17	3·20	21·96	15·19	19·66	25·52	18·10	22·89	23·74	20·04	35·84
	GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— (*In thousands.*)													
89	Receipts from goods traffic . *Rs.*	1st half	88,26	81,82	32,01	2,98,76	2,28,35	48,23	20,04	1,93,27	43,54	14,92	10,43	46,19
		2nd „	70,88	57,71	61,65	2,78,05	1,69,89	42,94	15,36	1,70,60	33,01	15,07	13,32	34,61
90	Goods train-miles run . . *No.*	1st hal	1,828	907	647	6,077	4,565	1,001	411	4,829	1,080	344	558	1,299
		2nd „	1,594	759	864	5,667	3,732	1,017	324	4,583	1,036	365	545	1,159
91	Average goods receipts per train-mile . . . . *Rs.*	1st hal	4·83	9·02	4·95	4·92	5·00	4·82	4·88	4·00	4·03	4·34	1·87	3·56
		2nd „	4·45	7·60	7·17	4·91	4·55	4·22	4·89	3·72	3·19	4·13	2·44	2·98
	UNITS AND UNIT-MILEAGE. (*In thousands.*)													
92	Tons of goods carried one mile . . . . *Ton-miles.*	1st half	459,923	237,243	106,768	1,578,912	751,117	155,149	68,055	826,302	168,814	37,204	50,449	158,515
		2nd „	387,513	165,004	157,031	1,513,145	600,506	117,180	49,433	712,022	130,787	36,604	49,875	125,277
93	Average sum received for carrying a ton one mile . *Pies*	1st half	3·68	6·62	5·76	3·63	5·84	5·97	5·05	4·49	4·95	7·70	3·97	5·00
		2nd „	3·51	6·71	7·54	3·53	5·43	7 03	5·96	4·60	4·85	7·90	5·13	5·30
94	Average number of tons in a train . . . . . *Tons*	1st half	251·63	261·65	165·04	259·82	164·53	155·01	136·99	171·11	156·33	108·23	90·47	172·03
		2nd „	243·03	217·30	182·64	267·02	160·94	115·22	127·87	155·26	126·28	100·33	91·51	168·10
	VEHICLES AND VEHICLE-MILEAGE. Number of goods vehicles hauled one mile— (*In thousands.*)													
95	Loaded . . . *Vehicle-miles*	1st half	36,916	27,000	16,500	142,665	88,055	18,378	5 843	84,808	20,059	6,012	7,259	27,155
		2nd „	31,089	19,624	21,929	33,158	69,418	16,923	4,311	76,501	15,707	5,785	7,614	23 311
96	Empty . . . . „	1st half	15,464	5,993	3,765	80,505	23,495	6,073	3.292	34,024	7,522	1,645	2,665	10,713
		2nd „	16,824	6,158	9,492	71,269	22,387	5,788	2,736	29,475	7,250	1,851	2,509	10,9 9
97	Brake vans . . . „	1st half	2,666	958	628	6,659	8,407	1,535	795	4,825	784	561	533	1,835
		2nd „	2,351	794	889	6,158	7,033	1,986	587	4,272	996	584	548	1,724
98	Total . . . . „	1st half	55,045	33,960	20,693	229,889	119 957	25,986	9 930	123,687	28,965	8,218	10,157	39,703
		2nd „	50,264	26,576	32,260	210,685	98,838	24,697	7,634	110,228	23,953	8,220	10,671	36,024

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′3⅜″										2′ 6″					Gauge.	
14 (*a*)to(*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to(*c*)	2 (*h*)to(*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*)to(*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
—7·39	1·34	—12·69	—9·16	—7·56	—9·75	—2·42	—4·36	—5·37	11·90	—2·97	56·18	—96·10	3·86	—4·88	1st half	82
—9·38	—2 98	—6·52	—13·51	—5·37	—11·59	—3·33	—7·52	—7·24	2·98	—4·80	60·24	34·88	—1·23	—11·72	2nd „	
2·52	0·32	—3·48	1·00	—1·29	—6·03	8·16	5·20	—1·07	8·67	—0·95	43·31	—91·68	7·15	—2·96	1st half	83
—2·22	—3·86	—0·57	—4·14	1·65	—7·63	6·92	5·14	—3·23	2·85	—2·25	48·00	38·48	—1·02	—9·30	2nd „	
2·33	...	14·37	...	—2·62	6·56	—0·55	...	...	—11·01	—3·76	...	—88·55	17·14		1st half	84
—2·90	...	7·85	...	—1·09	4·42	—3·37	...	...	—14·23	4·27	...	41·45	5·92	32·73	2nd „	
30·91	28·71	21·17	21·30	16·97	14·35	19·78	27·92	18·98	25·10	14·19	56·96	—74·25	40·67	13·03	1st half	85
23·28	15·40	17·41	11·97	14·57	9·37	13·03	24·04	17·02	13·74	8·41	45·15	53·37	31·31		2nd „	
77·86	20·17	10·66	38·92	27·97	35·20	52·33	10·16	30·75	47·25	17·82	45·80	—89·69	13·29	69·36	1st half	86
62·10	19·19	15·56	22·07	32·92	29·32	48·73	8·17	28·81	55·21	7·79	57·25	39·35	3·78	32 36	2nd „	
1·78	1·89	1·17	1·08	0·94	0·84	1·25	1·26	1·03	1·18	1·12	7·61	—6·50	2·55	2·24	1st half	87
1·47	1·29	1·17	0·56	1·02	0·58	0·95	1·15	1·04	0·66	0·77	6·46	4·64	1·98	1·26	2nd „	
39·38	21·99	3·77	29·16	25·28	20·31	46·29	21·78	29·33	26·56	27·48	96·72	—302·53	25·35	35·46	1st half	88
87·42	18·26	10·44	22·47	29·41	13·68	45·55	18·42	28·82	23·23	18·80	91·71	150·29	10·82	25·29	2nd „	
6,87	58,66	25,56	12,52	9,37	79,01	8,52	34,19	52,99	44	3,55	2,25	62	81	31	1st half	89
4,04	36,77	32,15	7,00	6,70	61,13	6,22	32,71	45,44	36	2,73	2,05	46	57	21	2nd „	
179	1,822	586	326	339	2,005	273	1,047	1,750	9	193	77	91	30	15	1st half	90
128	1,720	656	218	289	1,600	203	1,104	1,598	9	191	70	95	17	12	2nd „	
3·83	3·22	4·36	3·84	2·77	3·94	3·12	3·27	3·03	4·69	1·84	2·92	0·68	2·67	2·07	1st half	91
3·16	2·14	4·90	3·21	2·31	3·82	3·07	2·96	2·84	4·13	1·43	2·95	0·48	3·39	1·65	2nd „	
14,312	163,531	75,787	27,554	30,969	251,789	28,227	87,827	153,695	471	12,846	1,444	1,441	1,607	1,092	1st half	92
9,905	118,845	82,913	16,226	22,541	195,890	20,245	91,906	126,495	437	14,038	1,417	1,151	1,107	619	2nd „	
9·21	6·89	6·47	8·73	5·81	6·03	5·79	7·48	6·62	17·91	5·31	29·93	8·26	9·69	5·47	1st half	93
7·84	5·94	7·45	8·28	5·70	5·99	5·90	6·83	6·90	15·80	3·73	27·83	7·65	9·89	6·38	2nd „	
79·82	89·74	129·34	54·63	91·39	125·55	103·41	83·88	87·80	50·30	66·42	18·73	15·77	52·89	72·70	1st half	94
77·52	69·09	126·30	45·85	77·88	122·44	99·89	83·27	79·17	50·26	73·48	20·38	12·10	65·72	49·83	2nd „	
3,368	29,867	16,543	4,091	5,396	48,415	4,416	17,113	29,412	143	2,696	321	599	381	164	1st half	95
2,202	25,553	15,686	2,823	4,159	37,378	3,385	18,090	25,373	117	2,538	305	540	285	106	2nd „	
1,588	12,927	2,390	1,608	2,356	15,468	2,454	4,535	7,106	82	1,468	168	197	84	78	1st half	96
1,144	11,483	3,804	1,102	1,840	10,789	1,447	5,212	6,861	72	1,620	104	180	69	36	2nd „	
97	2,462	609	720	47	2,160	420	1,324	2,291	...	146	...	146	15	23	1st half	97
63	2,321	657	459	32	1,638	446	1,325	2,115	...	150	...	138	13	17	2nd „	
5,053	45,256	19,542	6,419	7,799	66,043	7,290	22,972	38,809	225	4,310	489	942	480	265	1st half	98
3,409	39,357	20,147	4,384	6,031	49,805	5,278	24,627	34,349	189	4,308	409	858	367	159	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*b*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	GOODS TRAFFIC—*contd.*													
	VEHICLES AND VEHICLE-MILEAGE—*concld.*													
	Average number of vehicles in a goods train—													
99	Freight vehicles . . . *No.*	1st half	28·66	36·40	31·32	36·73	24·44	24·43	18·39	24·62	26·10	22·28	17·80	29·15
		2nd „	30·05	33·95	36·54	36·09	24·60	22·33	18·23	23·12	22·17	20·93	18·58	29 60
100	Brake-vans . . . . . „	1st half	1·46	1·06	0·97	1·10	1·84	1·53	1·60	1·00	0·72	1·63	0·95	1·41
		2nd „	1·47	1·05	0·98	1·09	1·89	1·95	1·52	0·93	0·96	1·60	1·00	1·49
101	Total . . . . . „	1st half	30·12	37·46	32·29	37·83	26·28	25·96	19·99	25·62	26·82	23·91	18·75	30·56
		2nd „	31·52	35·00	37·52	37·18	26·49	24·28	19·75	24·05	23·13	22·53	19·58	31·09
102	Average earnings per goods vehicle per mile (excluding brakes) . . . . *Pies*	1st half	32·35	47·60	30·33	25·70	39·30	37·87	42·11	31·22	29·66	37·40	20·18	23·42
		2nd „	28·40	42 97	37·67	26·10	35·53	36·30	41·84	30·91	27·61	37·89	25 26	19·37
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	898,777	462,639	292,059	3,455,529	1,646,387	371,615	147,223	1,987,370	382,582	103,401	96,104	378,668
		2nd „	837,820	371,074	458,913	3,201,574	1,358,320	348,539	116,092	1,776,212	324,637	104,997	97,794	344,973
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half	51·17	51·28	36·56	45·69	45·62	41·75	46·23	41·58	44·12	35·98	52·49	41·86
		2nd „	46·25	44 47	34·22	47·26	44·21	33·62	42·58	40 09	40·29	34·86	51·00	36·31
105	Average load of a goods vehicle (including both loaded and empty) per mile . . *Tons*	1st half	8·78	7·19	5·27	7·07	6·73	6·35	7·45	6·95	5·99	4·86	5·08	4·19
		2nd „	8·09	6·40	5·00	7·40	6·54	5·16	7·01	7 66	5·70	4·79	4·93	3·65
106	Average load of a loaded goods vehicle per mile . „	1st half	12·46	8·78	6·47	11·07	8·53	8·44	11·65	9·74	8·17	6·19	6·95	5·84
		2nd „	12·46	8·41	7·16	11·36	8·65	6 92	11·47	9·31	8·33	6·33	6·55	5·37
	WEIGHT OF TRAIN AND TON-MILEAGE—													
	Gross ton-mileage of all goods trains—													
	(*In thousands.*)													
107	Freight . . . . . *Tons*	1st half	459,923	237,243	106,768	1,578,912	751,117	155,149	68,055	826,302	168,814	37,204	50,449	158,515
		2nd „	387,513	165,004	157,034	1,513,145	600,566	117,180	49,433	712,022	130,787	36,604	49,875	125,277
108	Dead weight . . . . . „	1st half	541,985	303,090	211,745	2,172,982	1,286,628	273,332	103,966	1,294,676	311,321	70,600	72,395	207,706
		2nd „	497,675	249,781	319,756	2,013,867	1,051,832	265,935	80,660	1,192,792	270,229	72,290	74,077	186,952
109	Total . . . . . „	1st half	1,001,908	540,333	318,513	3,751,894	2,037,745	428,481	172,021	2,120,978	480,135	107,804	122,844	366,221
		2nd „	885,188	414,785	476,790	3,527,012	1,652,398	383,115	130,093	1,904,814	401,016	108,894	123,952	312,229
	Average weight of a goods train—													
110	Freight . . . . . *Tons*	1st half	251·63	261·65	165·04	259·82	164·53	155·01	136·99	171·11	156·33	108·23	90·47	122·03
		2nd „	243 03	217·30	182·64	267 02	160·94	115 22	127·87	155·36	126 28	100·33	91·51	108 10
111	Dead weight . . . . „	1st half	296·53	334·27	327·30	357·57	281·84	273·09	223·03	268·11	288·31	205·37	129·83	159·90
		2nd „	312·12	328 95	371·88	355 38	281·88	261·47	223·47	260·27	260 91	198·15	135·92	160·46
112	Total . . . . . „	1st half	548·16	595·92	492·34	617·39	446·37	428·10	360·02	439·22	444·64	313·60	220·30	281·93
		2nd „	555·15	546·25	554·52	622·40	442·82	376·69	351·34	415·63	387·19	298·48	227·43	268·56

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*) (*c*), (*e*), & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Puruliа-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
27·64	23·48	32·31	11·30	22·88	31·85	25·17	20·68	20·86	24·06	21·53	6·35	8·71	15·31	16·14	1st half	99
26·19	21·53	29·69	11·09	20·73	30·11	23·85	21·11	20·18	21·74	21·24	5·88	7·56	21·07	11·41	2nd „	
0·54	1·35	1·04	1·43	0·14	1·08	1·54	1·26	1·31	...	0·75	...	1·60	0·51	1·54	1st half	100
0·49	1·35	1·00	1·30	0·11	1·02	2·20	1·20	1·32	...	0·77	...	1·45	0·74	1·37	2nd „	
28·18	24·83	33·35	12·73	23·02	32·93	26·71	21·94	22·17	24·06	22·28	6·35	10·31	15·82	17·68	1st half	101
26·68	22·88	30·69	12·39	20·84	31·13	26·05	22·31	21·50	21·74	22·01	5·88	9·01	21·81	12·78	2nd „	
26·60	26·32	25·91	42·19	23·22	23·75	23·80	30·33	27·86	38·33	16·38	88·29	14·95	33·48	24·62	1st half	102
23·20	19·06	31·66	34·24	21·44	24·37	24·70	26·95	27·07	36·53	12·88	96·45	12·23	30·90	27·48	2nd „	
37,439	363,712	159,946	61,310	72,460	567,926	76,685	165,203	276,539	1,866	34,208	3,821	3,560	4,134	1,765	1st half	103
25,953	311,455	205,145	41,383	56,170	430,263	48,980	160,716	249,198	1,562	33,966	3,063	3,218	3,090	965	2nd „	
38·23	44·96	47·38	44·94	42·74	44·33	36·81	53·16	55·78	25·21	37·55	37·80	40·48	38·88	61·86	1st half	104
38·17	38·16	40·41	39·21	40·13	45·53	41·33	50·86	50·76	28·00	41·87	46·28	35·78	35·81	64·19	2nd „	
2·89	3·82	4·00	4·84	3·99	3·94	4·11	4·06	4·21	2·09	3·08	2·95	1·81	3·45	4·50	1st half	105
2·96	3·21	4·25	4·13	3·76	4·06	4·19	3·94	3·92	2·31	3·42	3·47	1·60	3·12	4·37	2nd „	
4·25	5·48	4·58	6·74	5·74	5·20	6·39	5·13	5·23	3·29	4·77	4·50	2·41	4·22	6·63	1st half	106
4·50	4·65	5·28	5·75	5·42	5·24	5·98	5·08	4·99	3·74	5·60	4·64	2·13	3·88	5·87	2nd „	
14,312	163,531	75,787	27,554	30,969	251,789	28,227	87,827	153,694	470	12,846	1,444	1,441	1,607	1,092	1st half	107
9,905	118,844	82,913	16,226	22,541	195,890	20,245	91,906	126,495	438	14,220	1,417	1,152	1,107	619	2nd „	
23,492	273,274	114,013	42,408	42,514	315,100	44,642	141,912	218,368	1,249	24,674	4,581	4,164	3,185	1,120	1st half	108
16,220	249,875	129,646	28,178	33,950	245,121	32,502	151,249	198,575	1,086	25,533	4,109	3,839	2,105	691	2nd „	
37,804	436,805	189,800	69,962	73,483	566,889	72,869	229,739	372,062	1,719	37,520	6,025	5,605	4,792	2,212	1st half	109
26,125	368,719	212,559	44,404	56,491	441,011	52,747	243,155	325,070	1,524	39,753	5,526	4,991	3,212	1,310	2nd „	
79·82	89·74	129·34	54·63	91·39	125·55	103·41	83·88	87·80	50·30	66·42	18·73	15·77	52·89	72·70	1st half	110
77·52	69·09	126·30	45·85	77·88	122·44	99·89	83·27	79·17	50·26	72·66	20·38	12·10	65·72	49·83	2nd „	
131·03	149·96	194·57	99·34	125·46	157·12	163·55	135·54	124·75	94·12	127·57	59·41	45·57	104·78	74·61	1st half	111
126·95	145·25	197·50	96·35	117·31	153·21	160·37	137·04	124·29	124·80	130·47	59·06	40·34	124·99	55·61	2nd „	
210·85	239·70	323·91	153·97	216·85	282·67	266·96	219·42	212·55	144·42	193·99	78·14	61·34	157·67	147·31	1st half	112
204·47	214·34	323·80	142·20	195·19	275·65	260·26	220·31	203·46	175·06	203·13	79·44	52·44	190·71	105·44	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*)to(*g*)	3 (*a*)	4 (*a*)to(*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	GOODS TRAFFIC—*concld.* COST OF WORKING AND PROFITS.													
113	Average cost of hauling a goods train one mile . *Rs.*	1st half	2·79	3·90	4·46	2·26	2·63	3·65	1·72	3·11	2·98	2·21	2·52	1·38
		2nd „	3·00	4·05	3·92	2·25	2·76	3·14	1 65	3·14	2·46	2 68	2·21	1·44
114	Average cost of hauling a goods vehicle with its load one mile . . . . . *Pies.*	1st half	18·66	20·59	27·32	11·82	20·68	28·69	14·80	24·24	21·89	19·01	27·14	9·09
		2nd „	19·16	22·89	20·61	11·99	21·58	27·01	14·11	26·10	21·33	24·54	22·82	9·36
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . . . „	1st half	2·13	2·86	5·19	1·67	3·07	4·52	1·99	3·49	3·65	3·91	5·34	2·17
		2nd „	2·37	3·58	4·12	1·62	3·30	5·24	2·01	3·88	3·74	5·12	4·63	2·56
115 A	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent per annum . . . . . „	1st half	4·25	5·23	8·16	3·00	5·20	7·61	4·47	5·91	6·44	8·86	9·92	4·59
		2nd „	4·83	6·38	6·39	2·99	5·73	9·08	5 22	6·66	7 17	10·05	9·34	5·39
116	Average profit on working a goods train one mile . *Rs.*	1st half	2·04	5·12	0·49	2·66	2·37	1·17	3·16	0·89	1·05	2·13	—0·65	2·18
		2nd „	1·45	3·55	3·25	2·66	1 79	1·08	3·24	0·58	0·73	1·45	0 23	1·54
117	Average profit on working a goods vehicle with its load one mile . . . *Pies.*	1st half	13·69	27·01	3·01	13·88	18·62	9·18	27·31	6·98	7·77	18·39	—6·96	14·33
		2nd „	9·24	20·08	17·06	14·11	13 95	9·29	27·73	4 81	6·28	13 35	2·44	10·01
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . . . „	1st half	1·55	3·76	0·57	1·96	2·77	1·45	3·66	1·00	1·30	3·79	—1·37	3·43
		2nd „	1·14	3·13	3·42	1·91	2·13	1·79	3·95	0·72	1·11	2·78	0·50	2·74
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE. Percentage on Total Earnings—													
119	Coaching traffic . . *Per cent.*	1st half	32·52	35·71	48·23	31·39	31·02	41·72	23·76	40·12	44·23	41·20	50·02	44·67
		2nd „	35·30	41·84	31·16	29·60	34 68	42·93	24·46	39·99	49 27	40·49	37 92	47·20
120	Goods traffic . . . „	1st half	64·13	62·45	47·67	67·09	67·83	55·49	71·66	57·92	46·58	51·73	45·04	46·77
		2nd „	59·86	56·86	65·84	68·17	63 91	54·14	68·49	58·69	45 90	53·03	55·93	44·50
121	Sundries, including telegraph „	1st half	3·08	1·84	4·10	1·17	1·15	2·79	4·58	1·96	9·19	7·07	4·60	2·19
		2nd „	4·52	1·30	3·00	1·90	1·41	2 93	7 05	1·32	4·83	6·48	5·80	1·78
122	Steam-boat earnings . . „	1st half	0·27	...	...	0·35	...	...	...	...	...	...	0·34	6·37
		2nd „	0·32	...	...	0·33	...	...	...	...	...	...	0·35	6·52
	Total . . „	1st half	100·00	100·00	100·00	100·00	100·00	100·00	100 00	100 00	100·00	100·00	100·00	100 00
		2nd „	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100 00	100·00	100·00	100·00
	Percentage of Working Expenses on Total Earnings—													
123	Maintenance . . *Per cent.*	1st half	10·52	10·69	25·78	9·42	10·79	19·95	8·78	22 03	13·53	16·03	31·31	9·65
		2nd „	13·55	14·13	15·18	9·33	13·78	19·52	6·87	19·98	18·42	10·74	25·09	12·07
124	Locomotive expenses . . „	1st half	17·85	17·20	23·61	12·33	26·10	24·66	11·80	28·05	29·18	19·96	26·04	11·67
		2nd „	19·81	22·06	16·46	14·15	29·59	27·69	12 70	40·45	20·77	24·80	20·91	14·53
125	Carriage and wagon expenses „	1st half	5·86	5·28	6·21	5·19	4·65	9·07	3·45	7·72	5·46	3·59	7·12	3·14
		2nd „	6·44	5·23	6·88	5·97	5·03	9·01	2·06	4·84	8·37	16 35	5·30	3·54
126	Traffic expenses . . . „	1st half	9·90	7·60	18·89	9·92	8·99	9·00	5·41	10·33	10·92	6·70	14·83	7·41
		2nd „	10·17	9·32	15·22	10·51	11·56	9 45	7·04	11·92	14·02	6 23	15·71	8·82
127	General charges . . . „	1st half	5·48	4·03	6·47	3·69	3·89	6·11	4·78	3·87	4·81	3·73	12·48	4·24
		2nd „	6·46	5·82	4·80	4·27	5·22	6·51	6·27	4·26	5·93	5 08	12·43	5·43
128	Miscellaneous expenses . „	1st half	3·09	2·58	4·32	3·25	2·36	2·38	1·52	2·21	2·49	1·20	14·24	1·10
		2nd „	3·75	2 62	2·20	2·67	3·87	2 06	2 16	3 42	3 62	1 94	11·17	1·64
129	Steam-boat expenses . . „	1st half	1·31	...	...	0·39	...	...	...	0·01	...	...	0·52	3·14
		2nd „	1·81	...	...	0·82	...	...	...	0·01	...	...	0·80	4·18
130	TOTAL WORKING EXPENSES „	1st half	54·01	47·38	85·28	44·19	56·78	71·17	35·74	74·22	66·39	51·21	106·54	40·35
		2nd „	61·99	59·18	60·74	47 72	69·05	74·24	37·10	84·88	71·13	65·14	91·41	50·21

DIX 18.

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*)&(*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore Gondia Extension.	Kalka-Simla.	Kohat Thal and Nowshera-Durgai.	Puruliа-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1·69	1·79	3·69	1·57	1·75	2·29	1·55	1·80	1·79	1·66	1·38	2·19	5·04	1·00	1·56	1st half	113
1·76	1·83	3·15	1·73	1·18	2·38	1·83	1·93	1·63	2·06	1·45	3·05	*—1·15*	1·62	1·67	2nd „	
11·75	14·67	21·93	17·28	14·65	13·85	11·86	16·73	16·50	13·24	12·30	66·23	111·05	12·50	18·50	1st half	114
12·91	16·36	20·35	18·43	10 92	15·21	14·70	17·57	15·52	18·24	13·13	99·47	*—29·16*	14·75	28·15	2nd „	
4·07	3·84	5·48	3·57	3·67	3·51	2·89	4·12	3·92	6·33	3·99	22·45	61·36	3·62	4·11	1st half	115
4·36	5·10	4·78	4·46	2·91	3·74	3·51	4·46	3·95	7·89	3·84	28·70	*—18·24*	4·73	6·45	2nd „	
7·60	6·80	8·39	6·49	5·50	5·41	5·55	6·87	7·16	27·52	7·90	57·99	73·51	10·31	8·55	1st half	115 A.
8·59	9·06	7·53	8·47	5·33	5·97	6·83	7·15	7·71	30·68	7·75	63·15	*—3·51*	12·39	12·63	2nd „	
2·14	1·43	0·67	2·27	1·02	1·65	1·57	1·47	1·24	3·03	0·46	0·73	*—4·36*	1·67	0·51	1st half	116
1·40	0·31	1·75	1·48	1·13	1·44	1·24	1·03	1·21	2·07	*—0·03*	*—0·10*	1·63	1·77	*—0·02*	2nd „	
14·85	11·65	3·98	24·91	8·57	9·90	11·94	13·60	11·36	25·09	4·08	22·06	*—96·10*	20·98	6·12	1st half	117
10·29	2·70	11·31	15·81	10·52	9·16	10·00	9·38	11·55	18·29	*—0·25*	*—3·02*	41·39	16·15	*—0 31*	2nd „	
5·14	3·05	0·99	5·16	2·14	2·52	2·90	3·36	2·70	11·58	1·32	7·48	*—53·10*	6·07	1·36	1st half	118
3·48	0·84	2·67	3·82	2·79	2·25	2·39	2·37	2·95	7·91	*—0·08*	*—0·87*	25·89	5·16	*—0 07*	2nd „	
56·76	44·87	44·72	34·28	49·50	40·60	40·42	56·01	36·93	67·56	37·73	50·18	59·56	58·13	53·11	1st half	119
63·55	50·35	37·37	41·60	52·28	42·89	44·93	56·24	37·91	61·07	37·30	55·65	67·76	60·20	57·30	2nd „	
41·28	53·45	46·27	63·73	47·97	57·57	56·05	43·09	61·80	30·90	59·16	49·00	39·06	41·70	46·10	1st half	120
33·79	46·94	52·63	54·82	44·41	55·05	50·14	41·80	60·17	37·18	59·01	40·67	31·25	38·30	40·02	2nd „	
1·96	1·40	1·03	1·99	2·53	1·83	3·53	0·90	1·27	1·54	3·11	0·82	1·38	0·17	0·79	1st half	121
2·66	2·35	0·88	3·58	3·31	2·06	4·93	1·96	1·92	1·75	3·69	3·68	0·99	1·50	0·68	2nd „	
...	0·28	7·98	...	...	...	...	...	...	...	...	...	...	...	...	1st half	122
...	0·36	9·12	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	1st half	
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	2nd „	
11·07	12·35	13·71	16·85	20·63	13·31	9·41	8·47	13·94	12·51	14·92	23·37	429·67	4·94	14·17	1st half	123
10·78	18·23	12·10	20·15	7·52	14·47	11·69	10·33	9·97	22·33	22·64	22·50	*—262·08*	9·18	23·16	2nd „	
13·25	17·29	20·68	10·84	20·54	23·10	15·31	17·42	21·34	12·97	21·88	18·25	46·72	8·24	15·08	1st half	124
17·05	24 21	13·48	15·71	23·26	25·27	16·31	20·21	23·48	14·82	30·05	32·83	55·01	14·13	23·40	2nd „	
1·89	4·23	11·09	1·62	4·16	5·67	4·72	5·43	5·46	2·09	3·83	3·73	5·62	2·72	3·56	1st half	125
3·55	7·67	13·87	1·90	5·27	6·62	7·01	5·33	5·23	3·64	4·47	4·06	8·84	4·81	4·59	2nd „	
7·18	8·07	11·83	6·74	6·62	9·39	8·97	7·60	7·32	8·02	12·02	9·23	24·76	4·75	7·30	1st half	126
8·98	11·89	10·40	10·82	7·43	10·98	10·98	9·14	8·86	12·07	14·79	10·80	32·56	5·60	8·41	2nd „	
6·37	5·38	5·44	7·30	3·88	5·15	7·82	6·20	6·44	5·51	8·79	5·45	17·33	5·54	8·66	1st half	127
9·66	8·10	4·58	11·84	5·17	6·92	9·80	6·39	7·25	7·30	11·38	5·20	18·03	9·52	15·94	2nd „	
1·09	0·72	3·79	1·14	2·81	2·13	0·61	2·28	2·08	1·56	1·26	1·79	3·18	1·67	0·46	1st half	128
1·58	1·07	1·92	2·69	2·24	1·85	1·07	3·26	1·97	2·06	1·64	1·90	4·44	0·59	0·54	2nd „	
...	1·66	6·31	...	...	...	...	...	...	...	...	...	0·19	...	...	1st half	129
...	1·89	6·77	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
40·85	49·70	72·85	44·49	58·64	58·75	46·84	47·40	56·58	42·66	62·70	61·82	527·47	27·86	49·23	1st half	130
51·60	73·06	63·12	63·11	50·89	66·38	56·86	54·66	56·76	62·22	84·97	77 29	*—143·20*	43·83	76·04	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″											
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	PER MILE OF LINE MAINTAINED.								TABLE	A—M	AINT	ENAN	CE OF	WAY,
131*a*	General superintendence (including office expenses) . . . *Rs.*	1st half	175·21	185·86	390·33	247·76	169·14	216·77	170·06	153·87	161·50	160·96	152·82	92·85
		2nd „	169·49	198·58	337·07	250·60	174·06	206·58	160·32	158·90	157·65	163·85	158·37	91·10
132*a*	Maintenance and renewal of permanent-way . . . „	1st half	350·52	898·50	1,461·37	872·25	611·12	982·60	384·71	851·67	475·88	705·29	521·57	263·27
		2nd „	429·62	960·77	1,340·33	718·83	616·56	853·57	165·99	635·67	517·70	303·31	404·29	254·45
133*a*	Repairs of bridges, &c.. . „	1st half	141·36	198·21	626·62	137·46	217·53	182·94	17·91	218·15	33·41	95·60	128·59	62·76
		2nd „	110·00	131·94	416·32	140·12	222·52	184·42	2·37	199·42	30·23	158·91	101·09	50·61
134*a*	Conservancy of rivers . . „	1st half	...	...	3·57	...	...	...	...	29·61	3·19	...	...	0·28
		2nd „	...	...	1·09	...	...	...	...	9·52	5·68	...	...	1·18
135*a*	Repairs of stations and buildings „	1st half	99·22	130·32	660·86	286·60	198·75	196·46	50·40	223·88	152·11	51·06	94·62	38·05
		2nd „	108·47	136·01	443·13	272·03	152·14	203·12	62·62	177·91	95·42	36·62	80·95	48·31
135 A (*a*)	Electricity and repairs and renewals of electric plant. . „	1st half	...	...	...	0·53	...	...	...	...	...	...	...	...
		2nd „	...	...	...	0·54	...	...	...	...	...	...	...	...
136*a*	Other charges (net) . . „	1st half	66·64	51·16	269·60	152·98	93·68	80·78	77·13	250·31	133·61	23·52	43·03	28·91
		2nd „	103·90	56·66	262·38	154·84	120·44	38·85	48·17	183·05	198·74	22·02	30·24	42·58
137*a*	Total maintenance, &c. . . „	1st half	832·95	1,464·05	3,412·35	1,697·58	1,290·22	1,659·55	700·21	1,727·49	959·70	1,036·43	940·63	486·12
		2nd „	921·48	1,483·96	2,800·32	1,536·96	1,285·72	1,486·54	439·47	1,364·47	1,005·42	684·71	774·94	488·23
	PER MILE OF TRACK, INCLUDING SIDINGS.													
131*b*	General superintendence (including office expenses) . . *Rs.*	1st half	140·31	128·39	231·03	155·75	119·16	174·76	151·02	115·09	139·60	138·70	134·68	79·53
		2nd „	135·44	137·36	198·36	157·04	121·89	166·42	142·35	118·42	136·05	140·92	139·26	77·90
132*b*	Maintenance and renewal of permanent-way . . . „	1st half	280·70	620·66	864·95	548·34	430·54	792·15	341·67	636·99	411·32	607·78	459·68	225·51
		2nd „	343·31	664·60	788·74	450·48	431·77	687·63	147·38	473·72	446·76	260·87	355·51	217·59
133*b*	Repairs of bridges, &c. . „	1st half	113·20	136·92	370·88	86·41	153·25	147·48	15·91	163·16	28·88	82·38	113·33	53·76
		2nd „	87·90	91·27	244·99	87·81	155·83	148·57	2·11	148·61	26·09	136·68	88·90	43·28
134*b*	Conservancy of rivers . . „	1st half	...	...	2·11	...	...	...	...	22·14	2·76	...	...	0·24
		2nd „	...	...	0·64	...	...	...	...	7·10	4·90	...	...	1·01
135*b*	Repairs of stations and buildings „	1st half	79·45	90·02	391·15	180·17	140·02	158·38	44·76	167·45	131·47	44·01	83·39	32·59
		2nd „	86·68	94·08	260·77	170·48	106·54	163·63	55·61	132·58	82·34	31·50	71·18	41·32
135 A (*b*)	Electricity and repairs and renewals of electric plant . . „	1st half	...	...	...	0·33	...	...	...	...	...	...	...	...
		2nd „	...	...	...	0·34	...	...	...	...	...	...	...	...
136*b*	Other charges (net) . . „	1st half	53·36	35·34	159·57	96·19	66·00	65·12	68·51	187·22	115·48	20·27	37·93	24·76
		2nd „	83·03	39·19	154·39	97·03	84·35	31·30	42·76	136·41	171·51	18·93	26·59	36·43
137*b*	Total maintenance, &c. . „	1st half	667·02	1,011·33	2,019·69	1,067·19	908·97	1,337·89	621·87	1,292·05	829·51	893·14	829·01	416·39
		2nd „	736·36	1,026·50	1,647·89	963·18	900·38	1,197·55	390·21	1,016·84	867·65	588·90	681·44	417·53
	PER TOTAL TRAIN-MILE.													
131*c*	General superintendence (including office expenses) . . *As.*	1st half	1·52	1·22	1·74	0·93	0·87	1·64	1·54	1·05	1·32	1·71	1·93	0·97
		2nd „	1·57	1·40	1·34	0·96	0·95	1·44	1·70	1·11	1·40	1·56	2·10	0·71
132*c*	Maintenance and renewal of permanent-way . . . „	1st half	3·05	5·93	6·51	3·24	3·13	7·42	3·48	5·82	3·90	7·49	6·62	2·73
		2nd „	3·98	6·79	5·32	2·76	3·38	5·96	1·76	4·42	4·62	2·89	5·37	1·98
133*c*	Repairs of bridges, &c.. . „	1st half	1·23	1·31	2·79	0·51	1·11	1·38	0·16	1·49	0·27	1·02	1·61	0·65
		2nd „	1·02	0·93	1·65	0·54	1·22	1·29	0·03	1·39	0·27	1·52	1·34	0·39
134*c*	Conservancy of rivers . . „	1st half	...	...	0·02	...	...	...	...	0·20	0·03	...	...	...
		2nd „	...	...	0·01	...	...	...	...	0·07	0·05	...	...	0·01
135*c*	Repairs of stations and buildings „	1st half	0·86	0·86	2·95	1·07	1·02	1·48	0·45	1·53	1·25	0·54	1·19	0·40
		2nd „	1·00	0·97	1·76	1·05	0·84	1·42	0·67	1·24	0·85	0·35	1·08	0·38

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′-6″					GAUGE.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia Ranchi.	Raipur Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
WORKS AND STATIONS.																
52·10	171·80	124·33	145·52	19·62	108·56	65·05	175·16	75·67	38·07	103·28	263·94	172·58	17·08	11·08	1st half	131*a*
53·17	113·92	129·71	152·77	18·60	108·09	62·59	191·68	76·20	40·82	120·93	273·27	109·28	22·16	14·59	2nd „	
298·00	452·54	355·40	579·81	421·99	481·86	151·83	285·84	340·72	196·49	189·00	318·66	3,884·70	112·71	121·83	1st half	132*a*
154·75	481·74	341·94	296·45	84·56	351·77	133·94	353·92	152·93	212·44	220·54	781·23	*—2,329·07*	162·82	114·44	2nd „	
6·73	102·00	146·88	16·72	6·94	82·96	44·58	80·72	36·91	3·52	26·04	897·14	1,698·30	0·47	18·62	1st half	133*a*
14·90	95·29	143·29	47·49	4·67	149·99	66·21	57·12	37·24	43·60	16·24	594·57	*—1,035·94*	...	2·79	2nd „	
...	...	7·59	...	...	...	0·18	...	...	...	...	...	128·02	...	...	1st half	134*a*
...	0·15	2·58	...	...	...	19·82	...	...	...	...	...	*—49·02*	...	...	2nd „	
24·28	126·10	180·27	30·86	13·84	121·03	43·78	96·68	59·04	12·67	23·69	148·52	613·86	...	11·70	1st half	135*a*
27·19	125·52	182·10	70·41	12·95	102·98	36·02	100·55	47·63	12·21	23·58	101·51	*—488·89*	3·03	3·95	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	135 A (*a*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
19·78	66·88	107·61	73·62	21·98	65·00	29·11	*—27·27*	75·46	13·38	16·29	178·28	156·70	2·35	4·53	1st half	136*a*
30·86	148·30	101·62	90·76	15·30	52·46	40·81	24·11	53·98	12·31	37·24	161·67	22·40	0·03	63·28	2nd „	
400·89	919·32	922·08	846·53	484·37	859·41	334·53	611·13	587·80	264·13	358·30	1,806·54	6,654·16	132·61	167·76	1st half	137*a*
280·87	964·92	901·24	657·88	136·08	765·29	359·39	727·38	367·98	321·38	418·53	1,912·25	*—3,771·24*	188·04	199·05	2nd „	
46·73	142·52	104·78	130·65	18·56	92·38	56·90	152·91	68·27	35·63	95·28	239·73	156·44	15·70	10·44	1st half	131*b*
47·62	93·68	108·94	137·06	17·57	91·59	54·61	167·08	68·65	38·19	111·24	247·73	98·72	19·92	13·75	2nd „	
267·30	375·42	299·53	520·55	398·99	410·05	132·80	249·54	307·41	183·92	174·35	289·42	3,521·34	103·55	114·77	1st half	132*b*
138·60	396·17	287·18	265·95	79·89	298·08	116·88	308·50	137·79	198·77	202·87	708·22	*—2,104·17*	146·33	107·81	2nd „	
6·04	84·62	123·79	15·01	6·56	70·60	39·00	70·47	33·30	3·30	24·02	814·84	1,539·45	0·43	17·54	1st half	133*b*
13·34	78·36	120·33	42·60	4·42	127·09	57·77	49·79	33·55	40·79	14·94	539·01	*—935·91*	...	2·63	2nd „	
...	...	6·39	...	...	...	0·16	...	...	...	...	...	116·05	...	...	1st half	134*b*
...	0·12	2·17	...	...	...	17·30	...	...	...	...	...	*—44·29*	...	...	2nd „	
21·78	104·61	151·93	27·71	13·09	103·00	38·28	84·40	53·27	11·86	21·85	134·89	556·44	...	11·02	1st half	135*b*
24·36	103·23	152·93	63·16	12·24	87·26	31·43	87·65	42·92	11·43	21·69	92·03	*—441·68*	2·72	3·72	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	135 A (*b*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
17·75	55·48	90·70	66·09	20·78	55·30	25·46	*—23·81*	68·08	12·52	15·03	161·93	142·03	2·16	4·27	1st half	136*b*
27·64	121·96	85·34	81·42	14·46	44·45	35·61	21·02	48·63	11·52	34·25	146·57	20·24	0·03	59·61	2nd „	
359·60	762·65	777·12	760·01	457·98	731·33	292·60	533·51	530·33	247·23	330·53	1,640·81	6,031·75	121·84	158·04	1st half	137*b*
251·56	793·52	756·89	590·19	128·58	648·47	313·60	634·04	331·54	300·70	384·99	1,733·56	*—3,407·09*	169·00	187·52	2nd „	
0·76	1·36	1·11	1·55	0·37	0·86	0·90	1·27	0·86	1·32	1·60	2·01	1·73	0·47	0·36	1st half	131*c*
0·90	0·92	1·13	1·85	0·36	0·96	0·94	1·36	0·91	1·66	1·84	2·19	1·04	0·71	0·43	2nd „	
4·37	3·60	3·16	6·18	7·98	3·83	2·12	2·07	3·87	6·82	2·92	2·42	38·96	3·06	3·93	1st half	132*c*
2·64	3·87	2·98	3·58	1·66	3·13	2·02	2·51	1·83	8·65	3·36	6·26	*—22·16*	5·20	3·34	2nd „	
0·10	0·81	1·31	0·18	0·13	0·66	0·62	0·59	0·42	0·12	0·40	6·82	17·04	0·01	0·60	1st half	133*c*
0·25	0·77	1·25	0·57	0·09	1·34	1·00	0·41	0·44	1·77	0·25	4·77	*—9·85*	...	0·08	2nd „	
...	...	0·07	...	...	...	...	...	...	...	...	...	1·28	...	...	1st half	134*c*
...	...	0·02	...	...	...	0·30	...	...	...	...	...	*—0·47*	...	...	2nd „	
0·36	1·00	1·60	0·33	0·26	0·96	0·61	0·70	0·67	0·44	0·36	1·13	6·16	...	0·38	1st half	135*c*
0·47	1·01	1·59	0·85	0·26	0·92	0·54	0·71	0·57	0·50	0·36	0·81	*—4·65*	0·09	0·12	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″											
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	PER TOTAL TRAIN-MILE—*concld.*							TA	BLE—	A MA	INTE	N AN	CE OF	WAY,
135 A (*c*)	Electricity and repairs and renewals of electric plant . *Rs.*	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
136*c*	Other charges (net) . . „	1st half	0·58	0·34	1·20	0·58	0·48	0·61	0·70	1·71	1·09	0·25	0·59	0·30
		2nd „	0·96	0·40	1·04	0·59	0·66	0·27	0·51	1·27	1·77	0·21	0·41	0·33
137*c*	Total maintenance, &c. . „	1st half	7·24	9·66	15·21	6·33	6·61	12·53	6·33	11·80	7·86	11·01	11·94	5·05
		2nd „	8·53	10·49	11·12	5·90	7·05	10·38	4·67	9·50	8·96	6·53	10·30	3·80
	PER 1,000 GROSS TON-MILES.													
131*d*	General superintendence (including office expenses) . . *Rs.*	1st half	0·22	0·19	0·33	0·12	0·15	0·32	0·26	0·19	0·26	0·40	0·60	0·26
		2nd „	0·24	0·24	0·23	0·12	0·17	0·31	0·31	0·21	0·28	0·39	0·62	0·28
132*d*	Maintenance and renewal of permanent-way . . . „	1st half	0·45	0·94	1·23	0·42	0·54	1·44	0·59	1·07	0·75	1·73	2·04	0·73
		2nd „	0·60	1·17	0·89	0·35	0·61	1·30	0·32	0·84	0·91	0·73	1 58	0·77
133*d*	Repairs of bridges, &c. . „	1st half	0·18	...	0·53	0·06	0·19	0·27	0·03	0·27	0·05	0·23	0·50	0·18
		2nd „	0 15	0·16	0·28	0·07	0·22	0·28	...	0·26	0·05	0·38	0·40	0·15
134*d*	Conservancy of rivers . „	1st half	...	...	...	...	...	...	...	0·04	0·01	...	...	...
		2nd „	...	...	...	...	...	...	...	0·01	0·01	...	...	...
135*d*	Repairs of stations and buildings „	1st half	0·13	0·14	0·56	0·14	0·18	0·29	0·08	0·28	0·24	0·13	0·36	0·11
		2nd „	0·15	0·16	0·29	0·14	0·15	0·31	0·12	0·24	0·17	0·09	0·31	0·15
135 A (*d*)	Electricity and repairs and renewals of electric plant . . „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
136*d*	Other charges (net) . „	1st half	0·09	0·05	0·23	0·07	0·08	0·12	0·12	0·31	0·21	0·06	0·18	0·08
		2nd „	0·15	0 08	0 18	0 08	0·12	0·06	0·09	0·24	0·35	0·05	0·12	0·13
137*d*	Total maintenance, &c. . „	1st half	1·07	1·53	2·88	0·81	1·14	2·44	1·08	2·16	1·52	2·55	3·68	1·36
		2nd „	1·29	1·81	1·87	0·76	1·27	2·26	0·84	1·80	1·77	1·64	3·03	1·48
										T	ABLE	B.—LO	COMO	TIVE
	Average price of fuel per ton in terms of . . Coal . *Rs.*	1st half	5·11	15·69	7·55	1·97	12·25	12·47	4·82	14·75	7·68	16·43	7·68	7·91
		2nd „	4·55	16·42	8 36	1·97	12·81	12·02	4·87	15·37	8·19	17·43	8·32	8·09
	Average price of fuel per ton in terms of . . Wood . „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.													
138*a*	General superintendence (including office expenses) . . . . *Annas*	1st half	1·14	0·69	0·57	0·73	0·70	0·79	0·73	0·56	0·68	0·96	0·75	0·41
		2nd „	1·18	0·81	0·49	0·76	0·75	0·75	0·93	0·59	0·75	0·84	0·80	0·42
139*a*	Running expenses . . „	1st half	2·80	2·85	2·90	2·24	2·99	2·27	1·78	1·77	1·68.	0·64	1·65	0·84
		2nd „	2·71	3·11	2·64	2·23	3·12	2·33	1·93	1·89	1·67	1·82	1·59	0·86
140*a*	Fuel . . . . „	1st half	2·90	6·51	3·80	1·34	5·88	5·84	2·23	6·76	3·82	7·88	2·93	2·51
		2nd „	2·52	7·32	4·32	1 55	6 29	6·06	2·17	6·97	3·92	7·93	3·01	2·38
141*a*	Water . . . . . „	1st half	0·26	0·57	0·27	0·15	0·39	0·35	0·27	0·33	0·20	0·23	0·23	0·19
		2nd „	0·23	0·56	0·26	0·17	0·38	0·26	0·29	0·35	0·22	0·15	0·28	0·17
142*a*	Oil, tallow and other stores . . . . . „	1st half	0·38	0·77	0·39	0·38	0·51	0·44	0·43	0·33	0·40	0·38	0·28	0·18
		2nd „	0·41	0·78	0·29	0·42	0·50	0·41	0·36	0·31	0·47	0·37	0·34	0·19
143*a*	Maintenance and renewal of locomotives . .	1st half	2·58	2·88	5·26	2·03	3·69	4·88	2·52	1·80	7·92	2·96	2·09	0·99
		2nd „	3·20	2·69	3·38	2·25	2·69	3·44	2·44	5·87	0·89	3·77	1·56	1·39
143 A (*a*)	Maintenance and renewal of motor cars	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	0·02	...	...	...	0·03	...	...	...	0·02	...	...

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) and (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*)&(*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon	South Indian.	Madras and Southern-Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
WORKS AND STATIONS—*concld.*																
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	135 A (*c*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
0·29	0·53	0·96	0·79	0·42	0·52	0·40	—*0·20*	0·85	0·46	0·25	1·36	1·57	0·06	0·15	1st half	136*c*
0·53	1·18	0·88	1·10	0·30	0·46	0·62	0·17	0·64	0·50	0·56	1·30	0·21	...	1·85	2nd „	
5·88	7·30	8·21	9·03	9·16	6·83	4·65	4·43	6·67	9·16	5·53	13·74	66·74	3·60	5·42	1st half	137*c*
4·79	7·75	7·85	7·95	2·67	6·81	5·42	5·16	4·39	13·08	6·37	15·33	—*35·88*	6·00	5·82	2nd „	
0·29	0·36	0·32	0·50	0·12	0·24	0·23	0·43	0·28	0·40	0·50	1·57	1·74	0·15	0·20	1st half	131*d*
0·36	0 26	0·30	0·67	0·13	0·28	0·25	0·45	0·30	0 56	0·54	1·67	1·15	0·21	0·36	2nd „	
1·68	0·96	0·92	1·99	2·53	1·07	0·54	0·70	1·23	2·05	0·91	1·90	39·19	0·96	2·24	1st half	132*d*
1·04	1·12	0 80	1·29	0 58	0·91	0·55	0·84	0 61	2·88	0·98	4·79	—*24·60*	1·56	2·79	2nd „	
0·04	0·22	0·38	0·06	0·04	0·18	0·16	0·20	0·13	0·03	0·13	5·33	17·14	...	0·34	1st half	133*d*
0·10	0·22	0 34	0 20	0·03	0·39	0 28	0·13	0·15	0·60	0·07	3·65	—*10·94*	...	0·07	2nd „	
...	...	0·02	...	...	...	...	...	...	...	...	...	1·29	...	...	1st half	134*d*
...	...	0 01	...	...	...	0·08	...	...	...	...	...	—*0·52*	...	...	2nd „	
0·14	0·26	0·47	0·10	0·09	0·27	0·15	0·23	0·22	0·13	0·11	0·88	6·19	...	0·22	1st half	135*d*
0·18	0·29	0·43	0·31	0·09	0·27	0·15	0·24	0·19	0·17	0 11	0·62	—*5·16*	0·03	0·10	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	135 A (*d*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
0·11	0·14	0·27	0·26	0·12	0·14	0·11	—*0·06*	0·27	0·13	0·07	1·06	1·58	0·02	0·08	1st half	136*d*
0·21	0·35	0·24	0·40	0·10	0·13	0·16	0 05	0·21	0·17	0·17	0·99	0 24	...	1·54	2nd „	
2·26	1·94	2·38	2·91	2·90	1·90	1·19	1·50	2·13	2·74	1·72	10·74	67·13	1·13	3·08	1st half	137*d*
1·89	2·24	2·12	2·87	0·93	1·98	1·47	1·71	1·46	4·38	1·87	11·72	—*39 83*	1·80	4·86	2nd „	
EXPENSES.																
18·42	12·90	8·09	4·91	15·80	17·27	...	15·53	14·58	16·95	6·03	12·58	15·17	5·02	5·03	1st half	
18·82	13·72	7·64	4·93	14·51	16·45	...	17·22	14·60	16·60	4·73	12·98	15·12	4·56	4 56	2nd „	
...	...	...	...	...	...	3·98	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	3·91	...	...	...	...	...	...	...	...	2nd „	
0·55	0·82	0·63	0·91	0·43	0·74	0·86	0·57	0·65	1·55	0·87	0·91	0·56	0·64	1·09	1st half	138*a*
0·65	0 76	0·58	1·05	0·36	0·84	0·76	0·55	0·66	1·80	0·94	0·98	0·57	1·14	0·81	2nd „	
0·96	2·64	1·49	1·50	0·77	1·95	0·84	2·19	1·77	0·75	1·09	2·15	1·40	1·12	1·15	1st half	139*a*
1·03	2 45	1·55	1·47	0·76	2·04	0·83	1·80	1·78	0·93	1·08	2 76	1·37	1 64	1·11	2nd „	
4·17	3·98	2·64	1·31	4·92	4·73	3·30	3·76	4·40	4·26	3·90	1·52	2·83	2·89	1·05	1st half	140*a*
4·13	3 87	2·64	1·29	4·29	4·50	3·43	4·54	4·42	4·05	3·77	7·83	2·24	3·60	0·99	2nd „	
0·14	0·31	0·17	0·20	0·37	0·32	0·19	0·17	0·25	0·40	0·37	0·25	0·59	0·50	0·37	1st half	141*a*
0·14	0·31	0·17	0·21	0·36	0·40	0·23	0·17	0·28	0·39	0 34	0·96	0 75	1·12	0·36	2nd „	
0·27	0·33	0·27	0·24	0·41	0·32	0·28	0·31	0·18	0·37	0·15	0·30	0·30	...	0·12	1st half	142*a*
0·29	0·31	0·27	0·21	0 32	0·33	0·24	0·29	0·20	0 34	0.15	0 37	0·24	0·36	0·20	2nd „	
0·70	1·46	5·12	0·88	1·27	2·39	1·19	1·73	1·94	1·84	0·86	2·78	0·91	0·50	0 96	1st half	143*a*
1·05	1·68	1·96	1·20	1·40	2 61	1·40	1·83	1·54	0·81	1·07	8 31	0·81	0 73	0·99	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	143 A (*a*)
...	0·01	...	...	...	...	...	0·02	...	0·05	...	...	...	...	...	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	PER TOTAL TRAIN-MILE—*concld*										TABLE B.—		LOCOM	OTIVE
143 B (*a*)	Maintenance and renewal of machinery, tools and plant . . . . *Annas*	1st half	0·18	0·38	0·36	0·12	0·27	0·12	0·01	0·85	0·36	0·08	0·03	0·06
		2nd „	0·12	0·38	0·32	0·14	0·27	0·23	0·05	0·49	0·43	0·14	0·03	0 05
143 C (*a*)	Electricity and repairs and renewal of electric plant	1st half	...	...	...	0·02	...	...	...	...	...	...	...	...
		2nd „	0·05	...	...	0·03	...	...	...	...	...	...	...	...
144*a*	Other charges (net) . . „	1st half	2·04	0·89	0·38	1·28	1·55	0·80	0·53	2·63	1·89	0·58	1·97	0·94
		2nd „	2·05	0·70	0·35	1·41	1·14	1·22	0 45	2·76	1·75	0·03	0·97	0·74
145*a*	Total locomotive expenses . . . . . „	1st half	12·28	15·54	13·93	8·29	15·98	15·49	8·50	15·03	16·95	13·71	9·93	6·12
		2nd „	12·47	16·37	12·05	8·96	15.14	14·73	8 62	19·23	10·10	15·07	8·58	6·20
	Fuel consumed in terms of . . Coal (Kurhurbaree) *lbs.*	1st half	79·55	58·05	70·39	73·66	67·23	65·54	64·63	64·18	62·62	67·21	50·72	44·46
		2nd „	69·85	62·41	72·24	74·31	68·71	70·52	62·46	63·44	60·27	63·68	47·04	41·22
	Wood „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.													
138*b*	General superintendence (including office expenses) . . . . *Annas*	1st half	0·91	0·57	0·40	0·54	0·61	0·70	0·63	0·47	0·56	0·81	0·58	0·34
		2nd „	0·94	0·67	0·34	0·57	0·66	0·65	0·78	0·49	0·65	0·72	0·61	0·35
139*b*	Running expenses . . „	1st half	2·23	2·35	2·04	1·68	2·59	1·95	1·52	1·47	1·40	0·54	1·28	0·68
		2nd „	2·16	2·58	1·86	1·65	2·71	2·01	1·63	1·56	1·44	1·56	1·21	0·70
140*b*	Fuel . . . . . „	1st half	2·31	5·35	2·67	1·01	5·09	4·99	1·91	5·63	3·16	6·66	2·26	2·04
		2nd „	2·02	6·06	3·03	1·15	5·47	5·23	1·83	5·74	3·36	6·81	2·29	1·93
141*b*	Water . . . . . „	1st half	0·21	0·47	0·19	0·11	0·33	0·21	0·24	0·27	0·17	0·19	0·18	0·15
		2nd „	0·18	0·47	0·18	0·12	0·33	0·23	0·24	0·28	0·19	0·13	0·21	0·14
142*b*	Oil, tallow and other stores . . . . . „	1st half	0·30	0·63	0·27	0·29	0·45	0·38	0·37	0·28	0·33	0·32	0·21	0·15
		2nd „	0·33	0·65	0·21	0·31	0·43	0·32	0·30	0·26	0·40	0·32	0·26	0·15
143*b*	Maintenance and renewal of locomotives . . „	1st half	2·06	2·37	3·70	1·52	3·20	4·18	2·17	1·50	6·57	2·50	1·61	0·80
		2nd „	2·56	2·22	2·38	1·68	2·34	2·97	2·05	4·84	0·76	3·24	1·20	1·13
143 A (*b*)	Maintenance and renewal of motor cars . . . . „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	0·02	...	...	...	0 03	...	...	...	0·02	...	...
143 B (*b*)	Maintenance and renewal of machinery, tools and plant . . . . . „	1st half	0·14	0·31	0·26	0·09	0·23	0·12	0·01	0·71	0·30	0·07	0·02	0·05
		2nd „	0·10	0·31	0·22	0·10	0·24	0·21	0·05	0·40	0·36	0·12	0·02	0·04
143 C (*b*)	Electricity and repairs and renewals of electric plant „	1st half	...	...	...	0 02	...	...	...	...	...	...	...	...
		2nd „	0·04	...	...	0·02	...	...	...	...	...	...	...	...
144*b*	Other charges (net) . . „	1st half	1·62	0·74	0·27	0·95	1·34	0·69	0·46	2·19	1·57	0·49	1·52	0·76
		2nd „	1·64	0·57	0·25	1·05	0·99	1·06	0·38	2·21	1·51	0·03	0·75	0·59
145*b*	Total locomotive expenses „	1st half	9·78	12·79	9·80	6·21	13·84	13·22	7·31	12·52	14·06	11·58	7·66	4·97
		2nd „	9·97	13·55	8·47	6·65	13·17	12·71	7·26	15·85	8·67	12·95	6·55	5·03
	Fuel consumed in terms of . . Coal (Kurhurbaree). *lbs.*	1st half	63·31	47·79	49·53	55·17	58·23	55·95	55·58	53·46	51·93	56·78	39·11	36·10
		2nd „	55·85	51·67	50·78	55·12	59·74	60·89	52·63	52·27	51·74	54·75	36·59	33·46
	Wood . .	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
	PER 1,000 GROSS TON-MILES.													
138*c*	General superintendence (including office expenses) . . Rs.	1st half	0·17	0·11	0·11	0·09	0·12	0·15	0·13	0·10	0·13	0·22	0·23	0·11
		2nd „	0·18	0·14	0·08	0·10	0·14	0·16	0·17	0·11	0·15	0·21	0·23	0·12
139*c*	Running expenses . . „	1st half	0·41	0·45	0·55	0·29	0·52	0·43	0·30	0·32	0·32	0·15	0·52	0·23
		2nd „	0·41	0·53	0·44	0·29	0·56	0·51	0·35	0·36	0·33	0·46	0·48	0·25

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3¾″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*)&(*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur Chitor.	Jubbulpore Gondia Extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Puruliа-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
EXPENSES—*contd.*																
0·08	0·24	0·24	0·01	0·17	0·42	0·18	0 14	0·18	0·32	0·01	0·37	0·03	...	...	1st half	143 B (*a*)
0·09	0·20	0·25	0·02	0·17	0·28	0·19	0·16	0·26	0·28	0·01	0·41	0·04	...	...	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	143 C (*a*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
0·18	0·43	1·32	0·76	0·76	0·98	0·73	0·25	0·85	0·01	0·86	2·45	0·64	0·36	1·02	1st half	144*a*
0 20	0·71	1·32	0·74	0·61	0·68	0·48	0·75	1·20	0·03	1·09	0·74	1·51	0·65	1·42	2nd „	
7·05	10·21	12·38	5·81	9·10	11·85	7·57	9·12	10·22	9·50	8·11	10·73	7·26	6·01	5·76	1st half	145*a*
7·58	10·30	8·74	6·19	8·27	11·68	7·56	10·11	10·34	8·68	8·45	22·36	7·53	9·24	5 88	2nd „	
31·66	43·23	45·10	37·53	43·60	38·40	...	33·87	42·19	31·66	90·47	82·71	26·09	80·68	29·22	1st half	
30·76	39·53	48·37	36·66	41·36	38 29	...	36·86	42·36	30·74	94·79	84·48	20 74	99·50	27·42	2nd „	
...	...	...	...	...	...	116·25	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	122·85	...	...	...	...	...	...	...	...	2nd „	
0·52	0·66	0·48	0·82	0·41	0·63	0·65	0·51	0·56	1·44	0·69	0·81	0·47	0·52	1·01	1st half	138*b*
0·60	0 63	0·44	0·95	0·34	0·73	0·58	0 49	0·59	1·68	0·75	0·84	0·51	0·92	0·76	2nd „	
0·89	2·14	1·14	1·35	0·71	1·68	0·64	1·96	1·54	0·70	0·87	1·90	1·19	0·92	1·06	1st half	139*b*
0·95	2·04	1·18	1·32	0·71	1·74	0·63	1·61	1·56	0·87	0·87	2·35	1·22	1·32	1·05	2nd „	
3·86	3·23	2·02	1·18	4·59	4·09	2·52	3·37	3·84	3·95	3·10	1·35	2·40	2·38	0·96	1st half	140*b*
3·85	3·23	2·02	1·16	3 98	3·85	2·59	4·06	3·88	3·78	3·02	6·36	1·99	2·90	0 94	2nd „	
0·13	0·25	0·14	0·18	0·35	0·28	0·15	0·15	0·22	0·37	0·29	0·22	0·50	0·41	0·34	1st half	141*b*
0·14	0·26	0 13	0·19	0·33	0·34	0·17	0·15	0·25	0·37	0·27	0·82	0·67	0 90	0·34	2nd „	
0·25	0·27	0·20	0·22	0·38	0·28	0·21	0·28	0·16	0·35	0·12	0·26	0·26	...	0·11	1st half	142*b*
0·27	0·25	0·21	0·19	0·30	0·29	0·18	0·27	0·17	0·32	0·12	0 31	0·22	0 29	0·19	2nd „	
0·65	1·18	3·91	0·79	1·18	2·07	0·92	1·55	1·70	1·70	0·69	2·45	0·77	0·41	0·88	1st half	143*b*
0·97	1·40	1·51	1 08	1·30	2·23	1·06	1·63	1·35	0 75	0·85	7·06	0·72	0·58	0·33	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	143 A(*b*)
...	0·01	...	...	...	...	...	0·02	...	0·05	...	...	...	...	...	2nd „	
0·07	0·20	0·18	0·01	0·15	0·36	0·14	0·13	0·16	0·29	0·01	0·33	0·03	...	...	1st half	143 B (*b*)
0·08	0·17	0·19	0·02	0·16	0·23	0·15	0·14	0 23	0·26	0·01	0·34	0·03	...	...	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	143 C(*b*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
0·16	0·35	1·39	0·68	0·71	0·84	0·56	0·22	0·74	0·01	0·68	2·17	0·54	0·30	0·94	1st half	144*b*
0·19	0·59	1·02	0·66	0·56	0·59	0·35	0·67	1·06	0·03	0·88	0·63	1·35	0·52	1·34	2nd „	
6·53	8·28	9·46	5·23	8·48	10·23	5·79	8·17	8·92	8·81	6·45	9·49	6·16	4·94	5·30	1st half	145*b*
7·05	8·58	6·70	5·57	7·68	10·00	5·71	9·04	9·09	8·11	6·77	19·01	6·71	7·43	5·55	2nd „	
29·33	35·03	34·96	33·75	40·63	33·15	...	30·36	36·83	29·36	71·92	73·16	22·15	66·27	26·87	1st half	
28·61	32·96	36·60	32·96	38·42	32·78	...	32·96	37·24	28·72	75·90	71·81	18·47	80·06	25·89	2nd „	
...	...	...	...	...	...	88·90	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	92·84	...	...	...	...	...	...	...	...	2nd „	
0·21	0·22	0·18	0·29	0·14	0·20	0·22	0·19	0·21	0·46	0·27	0·71	0·56	0·20	0·62	1st half	138*c*
0·26	0·22	0·15	0·38	0·12	0·24	0·21	0·18	0·22	0·60	0·28	0 75	0 63	0·34	0·67	2nd „	
0·37	0·70	0·42	0·49	0·25	0·54	0·20	0·74	0·56	0·23	0·34	1·68	1·41	0·35	0·66	1st half	139*c*
0·41	0·71	0·41	0·53	0·27	0·59	0·23	0·60	0·60	0·32	0·33	2·11	1·52	0·49	0·93	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	PER 1,000 GROSS TON-MILES—*concld.*											TABLE B.—LOCOMOTIVE		
140*c*	Fuel . . . . . *Rs.*	1st half	0·43	1·03	0·72	0·17	1·02	1·14	0·38	1·23	0·74	1·82	0·90	0·68
		2nd „	0·38	1·26	0·72	0·20	1·13	1·32	0·39	1·33	0·77	1·99	0·88	0·68
141*c*	Water . . . . . „	1st half	0·04	0·09	0·05	0·02	0·06	0·07	0·05	0·06	0·04	0·05	0·07	0·05
		2nd „	0·03	0·10	0·05	0·02	0·07	0·06	0·05	0·07	0·04	0·04	0·08	0·05
142*c*	Oil, tallow and other stores . „	1st half	0·05	0·12	0·07	0·05	0·09	0·09	0·08	0·06	0·08	0·09	0·08	0·05
		2nd „	0·06	0·14	0·05	0·05	0·09	0·09	0·06	0·06	0·10	0·09	0·10	0·05
143*c*	Maintenance and renewal of locomotives . . . „	1st half	0·38	0·46	0·99	0·26	0·64	0·95	0·43	0·33	1·53	0·69	0·64	0·27
		2nd „	0·48	0·46	0·57	0·29	0·48	0·75	0·44	1·12	0·17	0·95	0·46	0·40
143 A(*c*)	Maintenance and renewals of motor cars . . . „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	0·01	...	...	...	0·01	...	...
143 B(*c*)	Maintenance and renewal of machinery, tools and plant „	1st half	0·03	0·06	0·07	0·02	0·05	0·03	...	0·16	0·07	0·02	0 01	0·02
		2nd „	0·02	0·07	0·05	0·02	0·05	0·05	0·01	0·09	0·08	0·03	0 01	0·02
143 C(*c*)	Electricity and repairs and renewals of electric plant „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	0·01	...	...	...	...	...	...	...	...	...	...	...
144*c*	Other charges (net) . . „	1st half	0·30	0·14	0·07	0·16	0·27	0·16	0·09	0·48	0·37	0·13	0·61	0·26
		2nd „	0·31	0·12	0·06	0·18	0·21	0·25	0·08	0·51	0·35	0·01	0·29	0·21
145*c*	Total locomotive expenses . „	1st half	1·81	2·46	2·63	1·06	2·77	3·02	1·46	2·74	3·28	3·17	3·06	1·67
		2nd „	1·88	2·82	2·02	1·15	2·73	3·20	1·55	3·66	1·99	3·79	2·53	1·78
	Fuel consumed in terms of Coal (Kurhurbaree). *lbs.*	1st half	187·89	147·15	212·62	150·74	186·24	204·24	177·05	187·51	194·00	248·68	250·35	193·58
		2nd „	168·55	172·23	193·30	152·83	198·30	245·62	179·25	193·27	190·21	256·30	225·74	189·74
	Fuel consumed in terms of Wood . „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											TABLE C.—CARRIAGE AND		
146*a*	General superintendence (including office expenses) . *Annas*	1st half	0·26	0·33	0·25	0·20	0·25	0·20	0·19	0·11	0·34	0·29	0·44	0·15
		2nd „	0·27	0·39	0·22	0·20	0·28	0·42	0·15	0·15	0·37	0·29	0·47	0·16
147*a*	Repairs and renewals of coaching vehicles . „	1st half	1·53	2·50	1·87	0·80	1·43	2·35	0·77	1·98	0·83	0·99	0·72	0·53
		2nd „	1·50	1·48	2·37	0·76	1·24	1·51	0·39	0·92	0·54	2·96	0·65	0·49
148*a*	Repairs and renewals of goods vehicles . . „	1st half	1·54	1·11	1·11	2·10	0·56	2·68	1·22	1·51	1·42	0·82	1·19	0·57
		2nd „	1·60	1·16	2·05	2·40	0·52	2·43	0·51	0·70	2·65	6·24	0·68	0·48
148 A(*a*)	Repairs and renewals of machinery, tools and plant „	1st half	0·04	0·37	0·03	0·06	0·12	0·11	0·01	0·07	0·20	0·04	0·02	0·04
		2nd „	0·02	0·37	0·03	0·09	0·12	0·10	0·01	0·06	0·11	0·10	0·02	0·03
149*a*	Cleaning and oiling . „	1st half	0·62	0·42	0·39	0·23	0·46	0·36	0·30	0·43	0·36	0·33	0·31	0·33
		2nd „	0·61	0·45	0·35	0·22	0·39	0·33	0·34	0·42	0·39	0·33	0·30	0·31
149 A (*a*)	Electricity and repairs and renewals of electric plant.	1st half	...	...	...	0·03	...	...	...	...	...	...	...	...
		2nd „	0·01	...	...	0·03	...	...	...	...	...	...	...	...
150*a*	Other charges (net) . „	1st half	0·04	0·04	0·01	0·06	0·03	...	...	0·04	0·02	...	0·04	0·01
		2nd „	0·04	0·03	0·02	0·08	0·02	...	...	0·05	0·01	0·01	0·05	0·03
151*a*	Total carriage and wagon expenses . . . „	1st half	4·03	4·77	3·66	3·48	2·85	5·70	2·49	4·14	3·17	2·47	2·72	1·63
		2nd „	4·05	3·88	5·04	3·78	2·57	4·79	1·40	2·30	4·07	9·93	2·17	1·50

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*)to(*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkund and Kumaon	South Indian.	Madras and Southern Mahratta.	Udaipur. Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Dargai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
EXPENSES—*concld.*																
1·60	1·06	0·77	0·42	1·56	1·32	0·84	1·27	1·40	1·28	1·21	1·19	2·84	0·90	0·60	1st half	140*c*
1·63	1·12	0·72	0·47	1·50	1·31	0·93	1·50	1·46	1·35	1·14	5·99	2·49	1·08	0·83	2nd „	
0·05	0·08	0·05	0·06	0·12	0·09	0·05	0·06	0·08	0·12	0·12	0·20	0·59	0·16	0·21	1st half	141*c*
0·06	0·09	0·05	0·08	0·12	0·11	0·06	0·06	0·09	0·13	0·10	0·74	0·83	0·34	0·30	2nd „	
0·10	0·09	0·08	0·08	0·13	0·09	0·07	0·10	0·06	0·11	0·05	0·23	0·30	...	0·07	1st half	142*c*
0·11	0·09	0·07	0·07	0·11	0·10	0·07	0·09	0·06	0·10	0·05	0·28	0·27	0·11	0·17	2nd „	
0·27	0·39	1·49	0·28	0·40	0·67	0·32	0·59	0·62	0·56	0·27	2·17	0·92	0·16	0·54	1st half	143*c*
0·41	0·49	0·53	0·43	0·49	0·76	0·37	0·61	0·51	0·27	0·32	6·35	0·90	0·22	0·82	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	143 A(*c*)
...	...	...	...	...	...	...	0·01	...	0·02	...	...	...	...	...	2nd „	
0·03	0·06	0·07	0·01	0·05	0·12	0·05	0·05	0·06	0·09	...	0·29	0·03	...	...	1st half	143 B(*c*)
0·03	0·06	0·07	0·01	0·06	0·08	0·05	0·05	0·09	0·10	...	0·31	0·04	...	...	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	143 C(*c*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
0·07	0·12	0·53	0·24	0·24	0·27	0·18	0·08	0·27	...	0·27	1·91	0·65	0·11	0·58	1st half	144*c*
0·08	0·20	0·36	0·27	0·21	0·26	0·13	0·25	0·40	0·01	0·34	0·57	1·68	0·19	1·19	2nd „	
2·70	2·72	3·59	1·87	2·89	3·30	1·93	3·08	3·26	2·85	2·53	8·38	7·30	1·88	3·28	1st half	145*c*
2·99	2·98	2·36	2·24	2·88	3·39	2·05	3·35	3·43	2·90	2·56	17·10	8·36	2·77	4·91	2nd „	
194·21	184·18	212·74	193·21	221·38	171·02	...	182·87	215·05	151·84	451·32	1,034·48	419·93	403·53	265·89	1st half	
194·30	182·73	209·10	212·03	230·76	178·07	...	191·21	224·86	163·83	458·20	1,033·63	368·32	478·30	366·63	2nd „	
...	...	...	...	...	...	473·11	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	532·06	...	...	...	...	...	...	...	...	2nd „	
WAGON EXPENSES.																
0·16	0·23	0·39	0·13	0·13	0·26	0·36	0·18	0·22	0·37	0·17	0·29	0·05	0·16	0·25	1st half	146*a*
0·19	0·29	0·38	0·13	0·11	0·28	0·33	0·18	0·26	0·42	0·18	0·33	0·16	0·29	0·19	2nd „	
0·27	0·82	1·25	0·32	0·63	1·45	0·83	1·09	0·90	0·54	0·26	0·94	0·16	0·51	0·70	1st half	147*a*
0·46	1·24	3·38	0·25	0·62	1·39	1·72	0·98	0·94	0·95	0·22	1·34	0·12	1·01	0·51	2nd „	
0·33	1·10	4·54	0·26	0·76	0·83	0·66	1·22	1·29	0·20	0·52	0·57	0·08	0·44	0·14	1st half	148*a*
0·64	1·39	4·67	0·19	0·80	0·98	0·71	1·19	0·89	0·22	0·39	0·65	0·24	1·03	0·24	2nd „	
0·04	0·07	0·06	0·01	0·08	0·05	0·05	0·05	0·04	...	0·04	0·07	...	0·01	...	1st half	148 A(*a*)
0·05	0·08	0·09	...	0·12	0·10	0·05	0·05	0·02	0·01	0·02	0·03	...	...	...	2nd „	
0·21	0·25	0·34	0·14	0·23	0·30	0·43	0·34	0·16	0·38	0·42	0·33	0·55	0·86	0·26	1st half	149*a*
0·24	0·24	0·39	0·17	0·21	0·30	0·39	0·32	0·19	0·52	0·42	0·41	0·39	0·81	0·20	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	149 A (*a*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
...	0·03	0·06	0·01	0·01	0·02	...	*—0·04*	...	...	0·01	...	0·03	...	...	1st half	150*a*
...	0·02	0·08	0·01	0·01	0·01	0·05	*—0·06*	...	...	0·03	...	0·30	0·01	0·01	2nd „	
1·01	2·50	6·64	0·87	1·84	2·91	2·33	2·84	2·61	1·49	1·42	2·20	0·87	1·98	1·35	1st half	151*a*
1·58	3·26	8·99	0 75	1·87	3·06	3·25	2·66	2·30	2·12	1·26	2·76	1·21	3·15	1·15	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.									TABLE C.—CARRIAGE AND				
146*b*	General superintendence (including office expenses) . *Rs.*	1st half	0·57	0·84	0·79	0·45	0·81	0·63	0·47	0·35	1·10	0·96	1·64	0·34
		2nd „	0·52	1·12	0·61	0·42	1·08	1·51	0·36	0·50	1·33	1·06	1·58	0·37
147*b*	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage . „	1st half	15·14	16·72	13·81	6·97	13·18	19·23	8·63	15·69	8·81	8·39	5·61	2·79
		2nd „	13·80	9·45	19·10	6·28	10·24	12·43	3·93	7·25	5·33	27·82	4·78	2·52
148*b*	Repairs and renewals of goods vehicles calculated on goods „ vehicle mileage.	1st half	4·42	4·73	6·13	6·59	2·88	13·83	3·98	7·87	6·57	4·42	8·53	2·19
		2nd „	3·83	6·15	8·73	7·04	3·67	15·37	1·64	3·99	14·92	37·55	4·40	2·11
148 A (*b*)	Repairs and renewals of machinery, tools and plant . „	1st half	0·09	0·96	0·10	0·15	0·41	0·34	0·02	0·24	0·61	0·14	0·07	0·09
		2nd „	0·04	1·08	0·08	0·19	0·44	0·34	0·01	0·2 2	0·38	0·37	0·04	0·07
149*b*	Cleaning and oiling. . . „	1st half	1·38	1·10	1·24	0·52	1·52	1·13	0·74	1·34	1·16	1·07	1·16	0·74
		2nd „	1·17	1·29	0·98	0·48	1·49	1·17	0·83	1·41	1·40	1·21	1·02	0·73
149 A (*b*)	Electricity and repairs and „ renewals of electric plant.	1st half	...	...	...	0·08	...	...	...	...	...	...	...	...
		2nd „	0·01	...	...	0·06	...	...	...	...	...	...	...	...
150*b*	Other charges (net) . . „	1st half	0·10	0·09	0·04	0·15	0·08	0·01	0·01	0·13	0·07	0·01	0·15	0·03
		2nd „	0·08	0·10	0·06	0·18	0·09	0·01	...	0·16	0·04	0·02	0·16	0·07
151*b*	Total carriage and wagon expenses . . . . „	1st half	8·96	12·38	11·60	8·05	9·37	18·03	6·28	13·04	10·19	8·15	10·15	3·65
		2nd „	7·71	11·23	14·05	8·17	9·82	17·12	3·40	7·65	14·57	36·43	7·37	3·54
	PER TOTAL TRAIN-MILE.										TABLE D.—TRAFFIC			
152*a*	General superintendence (including office expenses). . *Annas*	1st half	1·03	0·70	1·24	0·91	0·57	0·92	0·53	0·55	0·89	1·16	0·99	0·55
		2nd „	1·10	0·66	1·11	0·94	0·63	0·65	0·63	0·57	0·96	0·85	1·18	0·55
153*a*	Station staff . . . . „	1st half	2·61	3·63	6·77	3·22	2·35	2·52	1·62	2·75	3·05	2·39	2·85	1·78
		2nd „	2·93	3·78	7·15	3·25	2·53	2·30	1·91	2·92	3·36	1·74	3·55	1·68
154*a*	Train staff . . . . „	1st half	0·94	0·65	1·19	1·27	1·36	0·79	0·70	0·97	1·14	0·75	0·93	0·51
		2nd „	0·90	0·70	1·14	1·29	1·46	0·76	0·94	1·00	1·18	0·63	0·90	0·49
155*a*	Fuel, lighting, water and general stores . . . . „	1st half	0·75	1·20	1·31	0·71	0·84	0·58	0·48	0·79	0·64	0·13	0·47	0·48
		2nd „	0·53	1·17	1·21	0·64	0·86	0·65	0·48	0·78	0·54	0·22	0·46	0·47
156*a*	Clothing . . . . . „	1st half	0·05	0·12	0·15	0·10	0·08	0·08	0·04	0·07	0·16	0·01	0·04	0·06
		2nd „	0·05	0·09	0·08	0·08	0·07	0·08	0·08	0·08	0·10	0·14	0·06	0·04
157*a*	Printing, stationery and tickets . . . . . „	1st half	0·31	0·52	0·43	0·29	0·19	0·61	0·20	0·25	0·30	0·14	0·37	0·20
		2nd „	0·20	0·49	0·39	0·31	0·26	0·54	0·25	0·24	0·32	0·11	0·27	0·20
158*a*	Charges for delivery and collection of goods, etc. . „	1st half	0·01	...	0·03	0·03	0·01	0·03	0·02	...	0·01	...	...	...
		2nd „	0·01	...	0·01	0·02	0·01	0·02	...	...	0·01	0·04	...	...
159*a*	Miscellaneous expenses . „	1st half	0·01	0·01	0·01	0·02	0·01	0·05	0·02	0·01	...	...	0·01	0·03
		2nd „	0·01	0·01	0·04	0·02	0·01	0·03	0·03	...	...	0·01	0·02	0·05
160*a*	Payments to other lines . „	1st half	1·10	0·02	...	0·10	0·08	0·05	0·29	0·10	0·14	0·01	...	0·10
		2nd „	0·67	0·01	...	0·09	0·08	...	0·45	0·03	0·34	0·05	...	0·13
161*a*	Other charges (net) . . „	1st half	...	0·01	0·01	0·02	0·01	0·03	...	0·04	0·01	0·01	...	0·05
		2nd „	...	0·01	0·02	0·02	0·01	...	0·01	0·04	0·01	...	0·01	0·08
162*a*	Total traffic expenses . „	1st half	6·81	6·86	11·14	6·67	5·50	5·66	3·90	5·53	6·34	4·60	5·66	3·76
		2nd „	6·40	6·92	11·15	6·66	5·92	5·03	4·78	5·66	6·82	3·79	6·45	3·69

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Kohat Thal and Nowshera-Durgai.	Purulia Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
WAGON EXPENSES—*concld.*																
0·46	0·61	1·14	0·42	0·40	0·65	0·88	0·61	0·67	0·97	0·42	2·38	0·31	0·40	0·95	1st half	
0·58	0·82	1·08	0·45	0·38	0·73	0·79	0·57	0·80	1·25	0·47	2·81	1·02	0·69	0·96	2nd „	146*b*
1·54	5·88	8·18	2·39	3·62	8·91	5·99	6·99	7·95	2·29	1·94	16·29	1·79	3·62	7·29	1st half	
2·29	8·58	21·00	1·67	3·54	7·93	10·88	6·18	7·82	4·18	1·55	21·46	1·33	4·28	5·08	2nd „	147*b*
1·88	4·48	23·79	1·49	4·55	3·51	2·44	8·24	5·84	1·55	2·03	9·00	1·28	1·74	0·89	1st half	
5·03	6·46	24·78	1·39	5·58	4·79	2·77	7·71	4·37	2·12	1·56	11·72	3·56	5·90	2·60	2nd „	148*b*
0·11	0·18	0·17	0·02	0·22	0·12	0·13	0·16	0·11	0·01	0·10	0·58	...	0·02	0·01	1st half	
0·14	0·21	0·26	...	0·37	0·27	0·14	0·17	0·05	0·03	0·04	0·24	...	0·01	0·01	2nd „	148 A(*b*)
0·58	0·65	0·99	0·43	0·69	0·75	1·07	1·11	0·49	1·01	1·07	2·78	3·37	2·18	1·02	1st half	
0·73	0·67	1·11	0·59	0·68	0·78	0·94	1·00	0·58	1·58	1·11	3·48	2·48	1·98	1·05	2nd „	149*b*
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	149 A (*b*)
...	0·07	0·17	0·04	0·04	0·04	0·02	—*0·12*	—*0·02*	...	0·03	...	0·19	...	...	1st half	
...	0·06	0·25	0·02	0·03	0·03	0·13	—*0·19*	0·01	0·01	0·07	0·03	1·93	0·02	0·07	2nd „	150*b*
2·86	6·49	19·32	2·80	5·43	7·28	5·84	9·36	7·82	4·03	3·63	18·24	5·27	5·02	5·26	1st half	
4·81	9·07	25·75	2·61	5·92		7·87	8·50	7·10	9·17	3·26	23·46	7·72	7·66	5·97	2nd „	151*b*
EXPENSES.																
0·51	0·79	0·99	0·60	0·56	0·63	0·69	0·66	0·58	1·66	1·01	1·23	0·25	0·45	0·24	1st half	152*a*
0·63	0·86	0·93	0·66	0·55	0·67	0·85	0·74	0·69	1·84	1·00	1·57	0·56	0·54	0·22	2nd „	
1·68	2·27	3·76	1·44	1·15	2·29	2·02	1·82	1·51	1·81	1·79	2·58	2·32	2·74	1·79	1st half	153*a*
1·77	2·31	3·63	1·65	1·02	2·37	2·25	2·01	1·77	2·22	1·39	3·58	2·16	2·63	1·22	2nd „	
0·35	0·73	0·93	0·63	0·24	0·76	0·43	0·43	0·54	0·36	0·89	0·67	0·70	0·16	0·58	1st half	154*a*
0·38	0·78	0·94	0·74	0·25	0·77	0·49	0·49	0·57	0·40	0·91	0·76	0·58	0·33	0·58	2nd „	
0·66	0·57	0·82	0·48	0·60	0·59	0·63	0·53	0·31	0·98	0·27	0·44	0·28	0·05	0·06	1st half	155*a*
0·63	0·62	0·79	0·42	0·52	0·68	0·70	0·70	0·42	0·99	0·39	0·89	0·81	0·11	0·03	2nd „	
0·07	0·09	0·06	0·05	0·01	0·05	0·04	0·09	0·13	0·02	0·07	0·13	0·16	...	0·05	1st half	156*a*
...	0·15	0·07	0·08	0·02	0·08	0·05	0·10	0·03	0·06	0·05	0·16	0·07	...	...	2nd „	
0·39	0·25	0·40	0·17	0·16	0·31	0·43	0·37	0·21	0·58	0·04	0·23	0·12	0·04	0·05	1st half	157*a*
0·42	0·29	0.31	0·22	0·22	0·32	0·52	0·48	0 31	1·07	0 04	0·30	0·24	0·02	0·04	2nd „	
...	0·02	...	...	...	...	...	...	...	...	...	0·06	...	...	...	1st half	158*a*
...	...	...	...	...	...	...	0·01	...	...	...	0·06	...	...	...	2nd „	
0·01	0·02	0·05	0·02	...	0·04	0·03	0·02	0·02	0·03	0·01	0·03	...	0·02	0·02	1st half	159*a*
0 01	0·02	0·01	0·02	...	0·03	0·03	0·02	0·04	0·04	0·01	...	...	0·03	0·02	2nd „	
0·14	...	...	0·21	0·20	0·15	0·17	0·06	0·18	0·42	0·37	...	...	...	...	1st half	160*a*
0·15	...	...	0·46	0·05	0·15	0·20	0·02	0·07	0·46	0·37	...	...	...	...	2nd „	
0·01	0·03	0·07	0·01	0·01	...	...	...	0·02	...	0·01	0·05	0·02	...	...	1st half	161*a*
0.01	0·03	0.07	0·01	0·01	0·01	...	...	...	...	...	0·04	0·04	...	...	2nd „	
3·82	4·77	7·08	3·61	2·93	4·82	4·44	3·98	3·50	5·86	4·46	5·42	3·85	3·46	2·79	1st half	162*a*
4·00	5·06	6·75	4·26	2·64	5·08	5·09	4·57	3·90	7·08	4·16	7·36	4·46	3·66	2·11	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	PER CENT ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)											TABLE D.—TRAFFIC		
152*b*	General superintendence (including office expenses) . *Per cent.*	1st half	1·54	0·79	2·20	1·37	0·93	1·51	0·76	1·05	1·68	1·82	2·71	1·22
		2nd „	1·83	0·90	1·57	1·52	1·25	1·26	1·00	1·22	2·07	1·50	3·06	1·45
153*b*	Station staff . . . . „	1st half	3·92	4·10	11·96	4·86	3·89	4·12	2·36	5·24	5·78	3·74	7·85	3·95
		2nd „	4·88	5·16	10·07	5·26	5·01	4·45	3·03	6·23	7·26	3·06	9·21	4·47
154*b*	Train staff . . . . . „	1st half	1·41	0·73	2·11	1·92	2·24	1·30	1·02	1·85	2·16	1·17	2·57	1·12
		2nd „	1·50	0·95	1·60	2·08	2·90	1·46	1·48	2·12	2·56	1·11	2 35	1·31
155*b*	Fuel, lighting, water and general stores . . . . „	1st half	1·13	1·35	2·31	1·08	1·38	0·95	0·69	1·50	1·21	0·21	1·31	1·05
		2nd „	0·89	1·60	1·70	1·04	1·69	1·26	0·76	1·67	1·17	0·39	1·21	1·25
156*b*	Clothing . . . . . „	1st half	0·07	0·14	0·26	0·16	0·13	0·13	0·06	0·14	0·30	0·01	0·10	0·14
		2nd „	0·08	0·13	0·12	0 12	0·13	0·16	0·13	0·17	0·22	0·24	0·16	0·10
157*b*	Printing, stationery and tickets . . . . . „	1st half	0·48	0·59	0·76	0·44	0·31	0·99	0·29	0·48	0·58	0·22	1·03	0·44
		2nd „	0·34	0·67	0·55	0·50	0 51	1·05	0·40	0·51	0·69	0·19	0·71	0·55
158*b*	Charges for delivery and collection of goods, etc. . „	1st half	0·01	...	0·05	0·05	0·02	0·05	0·03	0·01	0·02	...	...	...
		2nd „	0·02	...	0·01	0·03	0·02	0·04	...	0·01	0·01	0·06	...	...
159*b*	Miscellaneous expenses . „	1st half	0·01	0·01	0·03	0·03	0·03	0·08	0·03	0·01	0·01	0·01	0·02	0·07
		2nd „	0·02	0·02	0·05	0 03	0·03	0·06	0·04	0·01	...	0·02	0·04	0·13
160*b*	Payments to other lines . „	1st half	1·66	0·02	...	0·15	0·14	0·08	0·42	0·18	0·26	0·02	...	0·22
		2nd „	1·12	0·01	...	0·15	0·16	...	0·72	0·05	0·74	0·09	...	0·33
161*b*	Other charges (net) . . „	1st half	0·01	0·01	0·01	0·02	0·02	0·05	0·01	0·08	0·02	0·01	0·01	*—0·11*
		2nd „	0·01	0·01	0·02	0·02	0·03	...	0·02	0·09	0·02	...	0·01	0·03
162*b*	Total traffic expenses . „	1st half	10·24	7·74	19·69	10·08	9·09	9·26	5·67	10·54	12·02	7·21	15·60	8·10
		2nd „	10·69	9·45	15·69	10·75	11·73	9·74	7·58	12·08	14·74	6·66	16·75	9·62
	General superintendence per cent on traffic earnings (including steamboat) . . . . *Per cent.*	1st half	1·54	0·79	2·20	1·36	0·93	1·51	0·76	1·05	1·68	1·82	2·71	1·14
		2nd „	1·83	0·90	1·57	1·52	1·25	1·26	1·00	1·22	2·07	1·50	3·06	1·36
	PER TOTAL TRAIN-MILE.											TABLE E.—GENERAL CHA		
163*a*	Home expenditure . . *Annas*	1st half	0·76	0·44	0·14	0·30	0·34	0·41	0·47	0·08	0·20	0·24	1·14	0·43
		2nd „	0·75	0·85	...	0·34	0·38	0·55	0·65	...	...	0·34	1·16	0·42
164*a*	Agent's office—salaries and expenses . . . . . „	1st half	0·27	0·25	0·32	0·15	0·14	0·55	0·26	0·12	0·25	0·23	0·52	0·14
		2nd „	0·31	0·28	0·32	0·17	0·16	0·20	0·31	0·13	0·29	0·19	0·54	0·16
165*a*	Audit, accounts and pay office „	1st half	0·74	0·88	0·87	0·43	0·54	0·95	1·03	0·44	0·69	0·99	1·00	0·52
		2nd „	0·80	0·92	0·80	0·47	0·64	0·70	1 24	0·49	0·76	0·96	0·97	0·54
166*a*	Stores Department. . . „	1st half	0·20	0·34	0·29	0·15	0·18	0·11	0·17	0·10	0·24	0·19	0·31	0·08
		2nd „	0·22	0·36	0·33	0·16	0·21	0·34	0 19	0·11	0·25	0·18	0·36	0·08
167*a*	Medical „ . . „	1st half	0·24	0·21	0·22	0·15	0·11	0·18	0·16	0·11	0·13	0·19	0·31	0·09
		2nd „	0·27	0·24	0·20	0·15	0·11	0·17	0 19	0·11	0·14	0 20	0·32	0·10
168*a*	Rents and miscellaneous . „	1st half	0·30	0·32	0·46	0·22	0·16	0·24	0·31	0·24	0·24	0·04	0·13	0·08
		2nd „	0·32	0·30	0·39	0·26	0 13	0·24	0·38	0·24	0·31	0·05	0·22	0·10
168 A(*a*)	Electricity and repairs and renewals of electric plant. „	1st half	...	...		0·02	...	...	...	...	...	...	...	...
		2nd „	...	...	...	0·02	...	...	...	...	...	...	...	...
169*a*	Police . . . . . „	1st half	0·27	0·34	0·25	0·24	0·21	0·48	0·52	0·16	0·21	0·17	0·36	0·23
		2nd „	0·26	0·44	0·27	0·28	0·22	0·46	0·67	0·16	0·23	0·50	0·45	0·23

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
14 (*a*) to (*d*).	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*)	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1 (*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extention.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Rajpur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
EXPENSES—*concld.*																
0·98	1·37	1·81	1·14	1·29	1·24	1·45	1·28	1·23	2·29	2·82	2·12	1·63	0·62	0·64	1st half	152*b*
1·46	2·08	1·58	1·76	1·60	1·49	1·94	1·51	1·60	3·19	3·70	2·39	4·09	0·84	0·90	2nd „	
3·22	3·90	6·90	2·75	2·66	4·55	4·24	3·51	3·20	2·51	4·98	4·42	15·12	3·77	4·72	1st half	153*b*
4·08	5·58	6·19	4·33	2·98	5·24	5·11	4·11	4·10	3·85	5·15	5·45	15·94	4·08	4·88	2nd „	
0·67	1·26	1·71	1·21	0·55	1·51	0·90	0·83	1·13	0·49	2·47	1·16	4·57	0·21	1·52	1st half	154*b*
0·87	1·87	1·61	1·95	0·72	1·70	1·11	1·00	1·31	0·70	3 37	1·16	4·28	0·52	2 33	2nd „	
1·27	0·98	1·51	0·91	1·39	1·17	1·33	1·02	0·66	1·37	0·77	0·76	1·85	0·07	0·15	1st half	155*b*
1·44	1·49	1·36	1·11	1 52	1·49	1 58	1·42	0 98	1·73	1·42	1·36	5·99	0·17	0·11	2nd „	
0·14	0·15	0·11	0·10	0·03	0·10	0·09	0·16	0·27	0·02	0·19	0·23	1·03	...	0·14	1st half	156*b*
...	0·37	0·13	0·21	0·07	0·18	0·10	0·21	0·06	0·10	0·17	0·24	0·49	...	...	2nd „	
0·74	0·42	0·73	0·33	0·36	0·61	0·89	0·71	0·44	0·81	0·11	0·39	0·76	0·06	0·13	1st half	157*b*
0·96	0·69	0·54	0 58	0·63	0·69	1·17	0·98	0·71	0 86	0·15	0 46	1·77	0·04	0·15	2nd „	
...	0·04	...	...	...	...	...	...	...	...	...	0·10	...	...	...	1st half	158*b*
...	0·01	...	...	...	...	...	0·02	...	...	...	0·09	...	...	...	2nd „	
0·02	0·04	0·09	0·03	...	0·07	0·06	0·04	0·05	0·04	0·03	0·04	0·01	0·03	0·06	1st half	159*b*
0·03	0 05	0·02	0·05	...	0·07	0·07	0·04	0 08	0·07	0·05	...	0·02	0 04	0·10	2nd „	
0·28	...	...	0·40	0·47	0·30	0·34	0·12	0·39	0·58	1·03	...	...	...	...	1st half	160*b*
0·36	...	...	1·20	0·13	0·33	0·46	0·06	0·17	0·79	1·35	...	...	...	...	2nd „	
0·01	0·05	0·14	0·01	0·04	0·01	...	...	0·04	0·01	...	0·08	0·14	...	...	1st half	161*b*
0·03	0·08	0·13	0·03	0·04	0·02	...	—*0·01*	0·02	...	...	0·07	0·30	...	...	2nd „	
7·83	8·21	13·00	6·88	6·79	9·56	9·30	7·67	7·41	8·12	12·40	9·30	25·11	4·76	7·36	1st half	162*b*
9·23	12 22	11·56	11 22	7·69	11·21	11·54	9·32	9·03	12·29	15·36	11·22	32·88	5 69	8·47	2nd „	
0·98	1·37	1·67	1·14	1·29	1·24	1·45	1·28	1·23	2·29	2·82	2·12	1·63	0·62	0·64	1st half	
1·46	2·08	1·44	1·76	1·60	1·49	1·94	1·51	1·60	3·19	3·70	2·39	4·09	0·84	0·90	2nd „	
RGES.																
0·07	0·65		0·56	...	0·41	0·74	0·81	0·65	...	1·29	...	0·09	1·96	1·45	1st half	163*a*
0·10	0·75		0·73	...	1·74	1·01	0·69	0·64	...	1·23	...	...	2·58	2·37	2nd „	
0·60	0·23		0·31	0·18	0·15	0·62	0·17	0·28	1·35	0·11	0·97	0·12	0·23	0·12	1st half	164*a*
0·63	0·24		0·35	0·16	0·18	0·52	0·17	0·20	1·51	0·14	0·67	0·13	0·30	0·13	2nd „	
0·82	0·56		1·21	0·45	0·50	0·88	0·68	0·59	1·23	0·35	0·71	0·44	0·68	0·51	1st half	165*a*
0·97	0·56		1·41	0·47	0·58	1·09	0·70	0·61	1·01	0·39	0·26	0·50	0·84	0·51	2nd „	
0·18	0·21		0·20	0·12	0·20	0·17	0·17	0·17	0·12	0·09	0·15	0·10	0·17	0·10	1st half	166*a*
0·24	0·21		0·22	0·12	0·23	0·21	0·20	0·20	0·15	0·10	0·16	0·11	0·22	0·09	2nd „	
0·28	0·24		0·27	0·07	0·12	0·10	0·15	0·15	0·21	0·15	0·31	0·16	0·21	...	1st half	167*a*
0·31	0·24		0·30	0·06	0·14	0·12	0·16	0·19	0·25	0·14	0·34	0·20	0·25	...	2nd „	
0·19	0·23		0·33	0·14	0·20	0·36	0·17	0·17	0·28	0·05	0·42	0·22	...	0·07	1st half	168*a*
0·25	0·25		0·39	0·16	0·23	0·45	0·24	0·19	0·28	0·02	0·62	0·23	...	0·05	2nd „	
...	...		...	...	...	...	...	...	...?	...	...	...	...	...	1st half	168 A(*a*)
...	...		...	...	...	...	...	...	...	...	...	...	...	...	2nd half	
0·57	0·34		0·46	0·09	0·33	0·33	0·28	0·30	...	0·17	0·25	0·53	0·07	0·30	1st half	169*a*
0·96	0·43		0·59	0·08	0·30	0·35	0·37	0·41	...	0·16	0·28	0·57	0·10	0·40	2nd „	

Included with the 5′ 6″ gauge.

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5' 6"											
		Number	1 (*a*)	2 (*a*) to(*g*)	3 (*a*)	4 (*a*) to(*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*) & (*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	PER TOTAL TRAIN—MILE—*concld.*											TABLE E.—GENERAL		
170*a*	Advertising . . . *Annas*	1st half	0·02	0·01	0·04	0·01	...	0·02	0·01	0·01	0·02	...	0·02	...
		2nd „	0·03	...	0·03	0·01	0·01	0·02	0·02	0·01	0·01	...	0·01	0·01
171*a*	Electric telegraph . . „	1st half	0·96	0·82	0·96	0·78	0·69	0·87	0·51	0·73	0·81	0·51	0·97	0·57
		2nd „	1·10	0·90	0·94	0·81	0·79	0·74	0·61	0·75	0·90	0·67	1·06	0·61
172*a*	Other charges (net) . . „	1st half	0·01	0·03	0 01	0·03	0·01	0·03	0·01	0·09	0·01	0·01	...	0·02
		2nd „	...	0·02	0·01	0·03	0·02	0·04	...	0·02	...	...	0·01	0·02
173*a*	Total general charges . . „	1st half	3·77	3·64	3·56	2·48	2·38	3·84	3·45	2·08	2·80	2·57	4·76	2·16
		2nd „	4·06	4·31	3·29	2·70	2·67	3·46	4·26	2·02	2·89	3·09	5·10	2·27
	PER CENT. ON TOTAL EARNINGS.													
163*b*	Home expenditure . . *Per cent*	1st half	1·11	0·48	0·24	0·45	0·55	0·66	0·66	0·15	0·34	0·35	2·98	0·87
		2nd „	1·19	1·15	...	0·54	0·75	1·03	0·95	...	...	0·56	2·83	1·10
164*b*	Agent's office—salaries and expenses . . „	1st half	0·38	0·28	0·54	0·23	0·23	0·88	0·36	0·23	0·44	0·33	1·36	0·28
		2nd „	0·49	0·37	0·46	0·27	0·31	0·37	0·45	0·27	0·59	0·31	1·31	0·38
165*b*	Audit, accounts and pay office . . . . „	1st half	1·08	0·97	1·47	0·64	0·88	1·50	1·43	0·82	1·19	1·43	2·64	1·06
		2nd „	1·27	1·24	1·15	0·74	1·26	1·33	1·82	1·04	1·56	1·59	2·36	1·30
166*b*	Stores Department . . „	1st half	0·30	0·38	0·49	0·23	0·30	0·18	0·23	0·20	0·41	0·28	0·82	0·16
		2nd „	0·35	0·48	0·46	0·26	0·41	0·64	0·28	0·22	0·50	0·30	0·87	0·20
167*b*	Medical „ . . . „	1st half	0·35	0·23	0·37	0·22	0·17	0·29	0·23	0·19	0·22	0·27	0·81	0·19
		2nd „	0·42	0·32	0·28	0·24	0·22	0·31	0·29	0·24	0·29	0·32	0·77	0·24
168*b*	Rents and miscellaneous „	1st half	0·44	0·36	0·78	0·34	0·26	0·38	0·43	0·45	0·41	0·06	0·33	0·16
		2nd „	0·51	0·40	0·57	0·40	0·25	0·46	0·55	0·50	0·65	0·07	0·54	0·24
168 A*b*	Electricity and repairs and renewals of electric plant. „	1st half	...	...	...	0·02	...	...	...	...	...	...	...	...
		2nd „	...	...	...	0·04	...	...	...	...	...	...	...	...
169*b*	Police . . . . . „	1st half	0·39	0·37	0·41	0·35	0·34	0·76	0·73	0·29	0·36	0·25	0·94	0·47
		2nd „	0·41	0·60	0·38	0·44	0·42	0·87	0·99	0·33	0·47	0·82	1·10	0·57
170*b*	Advertising . . . . „	1st half	0·03	0·02	0·07	0·01	0·01	0·03	0·01	0·01	0·04	...	0·05	0·01
		2nd „	0·06	0·01	0·06	0·02	0·01	0·03	0·04	0·03	0·02	0·01	0·03	0·01
171*b*	Electric telegraph . . „	1st half	1·39	0·91	1·61	1·16	1·13	1·39	0·70	1·37	1·40	0·75	2·55	1·16
		2nd „	1·75	1·21	1·34	1·23	1·55	1·39	0·90	1·58	1·85	1·10	2·60	1·46
172*b*	Other charges (net) . „	1st half	0·01	0·03	0·02	0·04	0·02	0·04	...	0·16	0·01	0·01	...	*—0·12*
		2nd „	0·01	0·03	0·02	0·04	0·04	0·08	...	0·04	...	...	0·02	*—0·07*
173*b*	Total general charges . „	1st half	5·48	4·03	6·00	3·70	3·89	6·11	4·78	3·87	4·82	3·73	12·48	4·24
		2nd „	6·46	5·81	4·72	4·27	5·22	6·51	6·27	4·25	5 93	5·08	12·43	5·43
	PER CENT ON GROSS EARNINGS.											TABLE G.—SPECIAL AND MISCELLANE		
174	Law charges . . . *Per cent.*	1st half	0·08	0·06	0·02	0·06	0·04	*—0·01*	0·01	...	0·01	...	0·36	0·02
		2nd „	0·04	0·02	0·01	0·05	0·04	0·06	...	0·03	0·11	...	0·10	0·05
175	Compensation . „	1st half	0·30	0·35	1·41	0·23	0·45	0·12	0·03	0·85	0·41	...	1·24	0·16
		2nd „	0·50	0·73	0·56	0·38	0·47	0·11	0·05	0·85	0·79	0·01	0·25	0·28
176	Rates and taxes . . „	1st half	0·05	0·38	0·23	0·15	0·17	0·22	0·16	0·10	0·08	0·12	0·08	0·05
		2nd „	0·24	0·49	0·15	0·31	0·25	0·39	0·51	0·14	0·10	0·13	0·13	0 05
177	Payments to other lines . „	1st half	1·20	0·88	0·54	1·58	0·68	...	0·26	0·25	0·89	0·15	0·96	0·64
		2nd „	1·46	0·25	0·40	0·63	1·59	0·10	0·43	1·30	0·37	0·66	0·38	0·37
178	Other charges (net) . „	1st half	1·47	0·91	1·88	0·29	1·02	1·98	1·06	1·01	1·10	0·93	11·60	0·23
		2nd „	1·51	1·13	0·97	0·25	1·51	1·30	1·17	1·10	1·24	1·14	10·31	0·39
179	Total special and miscellaneous expenses . . „	1st half	3·10	2·58	4·03	2·31	2·36	2·31	1·52	2·21	2·49	1·20	14·24	1·10
		2nd „	3·75	2·62	2·09	1·62	3·86	1·96	2·16	3·42	3·61	1·94	11·17	1·61

DIX 18—*continued.*

system during each half-year of 1908—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					GAUGE.	
14 (*a*) to (*d*)	15 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	18 (*a*) to (*c*)	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*), (*c*), (*e*) & (*g*) to (*i*).	6 (*c*) to (*k*)	21 (*a*)	1 (*c*)	8 (*h*)	8 (*i*) & (*j*)	1(*f*)	1 (*g*)	Number.	Serial number.
Bhavnagar-Gondal-Junagadh-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
CHARGES—*concld.*																
0·01	0·02		0·01	...	0·01	0·01	0·03	0·01	...	...	0·07	0·06	...	...	1st half	170*a*
0·01	0·02		0·02	...	...	0·02	0·03	0·01	...	...	0·34	0·02	...	...	2nd „	
0·68	0·71		0·55	0·67	0·72	0·65	0·77	0·75	0·81	1·05	0·31	0·88	0·72	0·76	1st half	171*a*
0·82	0·72		0·66	0·79	0·80	0·77	0·64	0·73	0·99	1·02	0·64	0·69	1·93	0·46	2nd „	
—0·01	*—0·01*		0·01	...	...	...	0·01	0·01	...	...	0·01	0·09	...	...	1st half	172*a*
0·01	0·02		...	...	...	...	...	0·01	0·09	...	0·23	0·02	...	...	2nd „	
3·39	3·18		3·91	1·72	2·64	3·86	3·24	3·08	4·00	3·26	3·20	2·69	4·04	3·31	1st half	173*a*
4·30	3·44		4·67	1·84	3·20	4·54	3·20	3·19	4·28	3·20	3·54	2·47	6·22	4·01	2nd „	
0·14	1·10		1·04	...	0·79	1·46	1·55	1·36	...	3·49	...	0·56	2·69	3·80	1st half	163*b*
0·22	1·77		1·86	...	1·61	2·18	1·37	1·46	...	4·37	...	...	3·94	9·43	2nd „	
1·12	0·38		0·57	0·40	0·28	1·24	0·33	0·59	1·84	0·31	1·65	0·78	0·31	0·32	1st half	164*b*
1·42	0·57		0 88	0·44	0·38	1·13	0·33	0·45	2·59	0·50	0·98	1·00	0·46	0·50	2nd „	
1·54	0·94		2·25	1·01	0·98	1·79	1·29	1·24	1·69	0·94	1·20	2·81	0·93	1·33	1st half	165*b*
2·18	1·31		3·56	1·31	1·26	2·36	1·39	1·39	1·73	1·40	0·39	3·62	1·29	2·02	2nd „	
0·34	0·36		0·37	0·26	0·38	0·34	0·33	0·35	0·16	0·24	0·25	0·68	0·24	0·25	1st half	166*b*
0·53	0·50		0·55	0·34	0·49	0·45	0·39	0·44	0·25	0·35	0·24	0·78	0·33	0·36	2nd „	
0·52	0·41		0·51	0·16	0·23	0·20	0·29	0·32	0·29	0·40	0·53	0·98	0·29	...	1st half	167*b*
0·70	0·57		0·76	0·16	0·31	0·27	0·32	0·44	0·42	0·51	0·49	1·48	0·38	...	2nd „	
0·36	0·39		0·62	0·32	0·40	0·71	0·32	0·36	0·38	0·14	0·73	1·44	...	0·18	1st half	168*b*
0·56	0·59		0·97	0·45	0·48	0·96	0·49	0·44	0·47	0·06	0·91	1·69	...	0·20	2nd „	
...	...		...	...	...	...	...	...	...	...	...	...	...	...	1st half	168A*b*
...	...		...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
1·06	0·58		0·85	0·20	0·64	0·66	0·54	0·62	...	0·45	0·42	3·40	0·10	0·79	1st half	169*b*
2·15	1·02		1·50	0·21	0·65	0·75	0·75	0·93	...	0·57	0·41	4·13	0·16	1·59	2nd „	
0·02	0·04		0·03	0·01	0·02	0·03	0·05	0·02	...	...	0·11	0·37	...	...	1st half	170*b*
0·03	0·05		0·05	0·01	0·01	0·04	0·06	0·02	...	...	0·50	0·14	...	...	2nd „	
1·28	1·20		1·03	1·52	1·43	1·32	1·48	1·56	1·11	2·82	0·54	5·69	0·98	1·99	1st half	171*b*
1·84	1·69		1·68	2·23	1·73	1·66	1·28	1·66	1·69	3·62	0·94	5·05	2·96	1·84	2nd „	
—0·01	*—0·02*		0·02	...	...	...	0·02	0·02	...	...	0·02	0·62	...	...	1st half	172*b*
0·03	0·03		0·03	0·01	...	...	0·01	0·02	0·15	...	0·34	0·14	...	...	2nd „	
6·37	5·38		7·29	3·88	5·15	7·75	6·20	6·44	5·47	8·79	5·45	17·33	5·54	8·66	1st half	173*b*
9·66	8·10		11·84	5·17	6·92	9·80	6·39	7·25	7·30	11·38	5·20	18·03	9·52	15·94	2nd „	
OUS EXPENSES.																
0·04	...		0·02	...	0·01	0·01	...	0·02	...	...	0·02	...	...	...	1st half	174
0·02	0·01		...	0·04	0·02	0·01	...	0·02	0·05	...	0·05	...	...	...	2nd „	
—0·03	0·11		0·04	0·46	0·36	0·10	0·03	0·14	...	0·04	0·79	0·57	...	0·03	1st half	175
0·04	0 12		0·04	0·16	0·39	0·13	0·09	0·17	...	0·01	0 47	0·59	...	...	2nd „	
...	0·43		0·25	...	0·04	0·01	0·32	0·04	...	0·01	0·14	0·02	...	...	1st half	176
...	0·55		0·99	...	0·04	0·05	0·46	0·13	...	...	0·75	0·04	...	...	2nd „	
0·19	...		0·14	1·75	0·70	*—0·01*	*—0·04*	0·19	1·13	0·06	...	...	...	...	1st half	177
0·31	...		0·27	1·50	0·52	*—0·01*	0·02	...	1·14	0·13	...	...	...	...	2nd „	
0·89	1·12		0·69	0·60	1·02	0·50	1·96	1·69	0·49	1·15	0·84	2·59	1·67	0·43	1st half	178
1·21	1 22		0·39	0·54	0·88	0·89	2 42	1·65	0·87	1·50	0·63	3·81	0·59	0·54	2nd „	
1·09	1·66		1·14	2·81	2·13	0·61	2·27	2·08	1·62	1·26	1·79	3·18	1·67	0·46	1st half	179
1·58	1·90		2·69	2·24	1·85	1·07	2·99	1·97	2·06	1·64	1·90	4·44	0·59	0·54	2nd „	

Included with the 5′ 6″ gauge.

APPEN

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*)to(*g*)	3 (*a*)	4 (*a*)to(*d*)	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*)	12 (*a*)&(*b*)
		Calendar year 1908 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	FROM APPENDIX I.													
180	Average number of locomotives on the line . . *No.*	1st half	366	236	210	965	941	221	59	902	199	89	87	305
		2nd „	372	245	210	999	962	220	60	929	205	89	95	322
181	Average miles run per locomotive *per diem* . *Miles.*	1st half	60·35	65·65	67·73	87·48	59·28	62·86	71·22	72·90	85·57	49·07	80·50	64·00
		2nd „	54·97	58·62	75·30	84·19	53·98	68·22	62·01	69·47	73·04	53·16	70·30	58·68
	lbs. coal per engine-mile (coal burning engines)—													
182	Coaching . . . . *lbs.*	1st half	...	48·18	43·32				51·46					
		2nd „	...	51·53	44·34				48·43					
183	Goods . . . . . „	1st half	63·31	47·37	58·68	55·17	58·23	55·95	57·68	53·46	51·93	56·78	39·11	36·10
		2nd „	55·85	51·82	60·37	55·12	59·74	60·89	56·58	52·27	51·74	54·75	36·59	33·46
184	Mixed . . . . . „	1st half	...	45·67	41·29				54·75					
		2nd „	...	49·25	42·25				51·73					
	lbs. wood per engine-mile (wood burning engines)—													
185	Coaching. . . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—													
188	Coaching . . . *Tons*	1st half	201·62	165·47	162·97	241·68	185·68	146·90	129·79	246·00	181·69	139·75	158·86	196·98
		2nd „	199·39	179·10	203·84	243·49	181·74	134·31	135·06	236·16	185·47	115·78	99·53	149·13
189	Goods . . . . . „	1st half	529·44	555·72	417·02	556·93	368·99	363·00	372·47	285·29	345·67	132·96	195·24	214·44
		2nd „	527·94	511·37	570·95	562·05	366·89	309·60	378·12	261·42	274·54	211·40	195·24	209·30
190	Mixed . . . . . „	1st half	574·78	190·48	210·57	243·92	...	378·09	274·91	266·23	176·83	306·85	156·86	184·02
		2nd „	484·59	187·67	144·11	251·18	...	322·91	262·83	245·36	230·46	281·09	168·85	168·60
	Average through speed of trains—													
191	Coaching . *Miles per hour* .	1st half	29·64	23·04	19·07	26·70	24·03	22·03	23·34	20·16	30·45	21·03	...	17·00
		2nd „	29·64	22·95	19·07	26·40	25·02	21·78	18·58	20·72	31·45	21·03	...	17·00
192	Goods . „	1st half	10·68	9·95	15·00	16·00	11·65	11·66	10·79	11·00	9·49	10·80	...	9·50
		2nd „	10·68	9·51	15·00	16·20	11·42	10·50	9·88	10·49	9·73	10·80	...	9·50
193	Mixed . „	1st half	17·04	14·59	14·30	16·60	15·22	10·77	13·66	14·25	16·89	11·50	13·12	12·20
		2nd „	17·04	13·45	14·30	16·60	15·77	12·37	13·05	14·32	17·05	11·50	13·12	12·20
	FROM APPENDIX II.													
194	Average mileage *per diem* of coaching vehicles, including brakes . . . *Miles*	1st half	116,780	118,816	85,116	368,113	326,639	87,138	18,467	431,281	89,826	28,142	41,987	186,848
		2nd „	116,114	116,426	86,420	382,008	343,191	90,955	17,334	422,063	89,305	27,509	43,220	187,288
195	Goods ditto ditto „	1st half	301,778	182,653	114,674	1,310,451	659,108	142,778	54,596	653,091	159,637	45,372	55,068	245,879
		2nd „	272,421	140,427	175,298	1,182,465	537,162	134,225	41,554	575,953	136,635	44,848	56,010	221,348
	FROM APPENDIX V.													
	Average age of sleepers—													
196	Wood . . . . *Years*	1st half	...	10·54	8·00	9·44	...	9·34	...	7·48	12·47	6·60	...	9·67
		2nd „	...	10·69	8·00	9·72	...	9·60	...	5·98	12·56	7·05	...	9·91
197	Iron . . . . . „	1st half	11·27	14·13	13·00	...	...	...	...	13·11	15·72	33·38	...	...
		2nd „	11·30	13·61	13·00	...	...	...	...	13·36	16·00	33·74	...	...
	Percentage of removals—													
198	Wood . . . *Per cent.*	1st half	...	9·46	3·32	1·98	2·94	5·80	...	3·24	0·55	1·89	6·32	1·49
		2nd „	...	8·75	4·18	2·17	2·43	3·32	...	0·99	0·85	0·17	2·93	2·55
199	Iron . . . . . „	1st half	5·07	0·41	0·61	1·44	0·99	...	...	8·22	5·98	0·47	...	...
		2nd „	2·03	0·36	4·56	2·89	1·05	...	...	3·09	4·06	0·86	...	...

DIX 18—*concluded.*

system during each half-year of 1908—concld.

AS APPENDICES TO THE ANALYSIS.

do not prepare these statistics.

3' 3¾"										2' 6"					GAUGE.	
14 (a) to (d)	15 (a) & (b)	3 (b) & (c)	7 (c)	18 (a) to (c)	2 (h) to (n)	20 (a) & (b)	10 (b), (c), (e) & (g) to (i).	6 (c) to (k)	21 (a)	1 (c)	8 (h)	8 (i) & (j)	1 (f)	1 (g)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari-Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Madras and Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	*Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1908 by half-years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
33	279	165	46	54	469	51	227	260	3	29	16	27	4	4	1st half	180
31	301	164	46	54	472	47	230	272	3	32	22	27	4	4	2nd „	
90·44	75·22	64·32	77·93	77·04	57·85	69·27	65·52	69·38	61·27	61·74	48·55	39·21	71·38	42·15	1st half	181
81·37	66·93	65·00	68·09	73·57	51·71	65·52	66·16	62·35	51·28	58·57	34·48	38·90	61·52	44·85	2nd „	
		32·94	29·82												1st half	182
		31·80	31·34												2nd „	
		41·00	36·44												1st half	183
29·33	35·03	33·90	35·05	40·63	33·15	...	30·36	36·83	29·36	71·92	73·16	22·15	66·27	26·87	2nd „	
28·61	32·96	33 89	32·80	38·12	32·78	...	32·96	37·24	28·72	75·90	71·81	18·47	80·06	25·89	1st half	184
		32·85	32·84												2nd „	
...	...	...	...	...	...		...	...	...	...	...	...	...	...	1st half	185
...	...	...	...	...	...		...	...	...	...	...	...	...	...	2nd „	
...	...	...	...	...	...	88·90	...	...	...	...	...	...	...	...	1st half	186
...	...	...	...	...	...	92·84	...	...	...	...	...	...	...	...	2nd „	
...	...	...	...	...	...		...	...	...	...	...	...	...	...	1st half	187
...	...	...	...	...	...		...	...	...	...	...	...	...	...	2nd „	
73·06	168·79	93·13	*95·79	117·30	116·51	...	95·47	91·46	...	...	57·12	11·62	...	...	1st half	188
73·93	164·53	148·95	93·24	95·85	113·85	...	93·24	92·18	...	...	62·03	...	...	...	2nd „	
205·61	190·94	238·69	196·53	94·41	254·27	...	213·76	197·44	...	126·73	33·03	28·22	101·85	113·17	1st half	189
211·95	156·06	276·92	179·88	112·78	254·16	...	212·35	183·90	...	135·22	27·41	27·45	147·52	...	2nd „	
131·52	200·73	192·76	133·28	106·71	145·06	...	118·11	157·89	...	147·48	56·24	47·35	162·27	88·73	1st half	190
129·81	181·90	154·04	124·91	101·18	140·03	...	135·29	152·60	...	137·43	79·34	42·73	166·34	61 16	2nd „	
20·65	18·72	19·28	18·05	...	17·83	17·40	18·00	18·36	...	...	8·68	...	...	...	1st half	191
20·35	18·56	19·28	18·05	...	17·73	17·20	18·00	18·36	...	...	8·98	...	...	...	2nd „	
10·68	9·35	11·16	10·36	11·71	9·62	10·21	9·50	7·91	...	8·90	8·03	8·69	6·39	...	1st half	192
10·68	9·09	11·16	10 36	11·93	9·57	10·00	9·50	7·91	...	8·90	8·07	8·94	6·39	...	2nd „	
12·91	12·71	15·00	14·97	14·96	14·57	13·05	12·00	12·54	...	11·08	...	9·20	8·75	10·49	1st half	193
13·32	12·97	15·00	14·97	14·24	14·39	12·67	12·00	12·54	...	11·08	...	9·30	8·75	10·49	2nd „	
30,865	142,553	77,493	26,890	41,359	239,392	23,845	129,407	111,279	2,875	11,955	2,749	4,826	2,063	934	1st half	194
29,487	144,549	82,224	26,430	40,024	228,509	24,833	134,622	112,120	1,023	12,849	2,525	5,223	2,929	1,058	2nd „	
27,764	249,960	106,908	35,692	43,100	363,061	40,320	124,348	217,269	1,237	22,883	2,690	4,375	3,732	1,570	1st half	195
18,527	215,269	109,002	24,167	32,997	271,126	28,723	132,673	188,602	517	22,625	2,223	3,913	2,151	989	2nd „	
12·67	10·77	10·00	...		9·00	11·89	9·56	10·50	...	...	0·89	6·04	1·06	...	1st half	196
12·89	10·75	10·50	...	14·30	9·00	12·26	8·91	10·50	...	...	1·38	5·10	1·56	...	2nd „	
17·81	...	13·50	...	14·50	21·50	...	17·98	19·50	...	...	...	5·73	...	...	1st half	197
18·27	...	13·50	...		22·00	...	18·47	19·50	...	...	...	5·13	...	...	2nd „	
5·51	2·93	7·18	...		3·17	1·35	11·09	3·21	...	...	1·05	0·10	...	...	1st half	198
2·08	3·79	1·77	...	1·38	2 90	0·82	1·54	2·31	...	...	0·97	0·13	...	...	2nd „	
0·23	...	0·22	...	1·69	2·41	...	0·13	3·33	...	...	...	...	...	...	1st half	199
0·03	...	2·78	...		0·59	...	0·29	1·93	...	...	...	...	...	...	2nd „	

* Of local trains only.

APPEN

Rolling-stock under different heads on each

Items.	GAUGE.	5′ 6″											3′ 3½″								
	NUMBER.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)		11	12	13	14	15	16	17	3 (*b*) & (*c*)	7 (*c*)
	Railway.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M. & S. M.	N. G. S.	N. W.	O. & R.	S. I.	C. P. C.	A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Engines.																				
1	Engines — Employed exclusively on passenger working.	70	105	61	211	280	61	4	207	99	27	...	...	...	...	...	12	...	...	...	2
	Engines — Employed exclusively on goods working.	...	...	73	394	504	...	49	597	...	22	42	...	...	...	...	...	...	...	...	10
	Engines — Employed on mixed working or on both passenger working and goods working.	300	145	78	387	161	157	9	132	108	39	...	95	328	10	37	291	2	26	179	43
2	TOTAL ENGINES ...	370	250	212	992	945	218	62	936	207	88	42	95	328	10	37	303	2	26	179	55
	Coaching vehicles.																				
3	Saloons, Royal and State	...	...	...	2	...	2	11	9	2	...	...	2	3	...	...	2	...	...	2	3
4	Saloons, ordinary	2	13	21	...	...	...	3	...	...	...	...	4	13	4	2	9	...	...	20	...
5	Reserved carriages	21	9	2	47	7	12	6	65	26	...	...	...	6	...	7	32	...	...	...	8
6	Inspection carriages	1	...	...	...	1	6	...	...	1	3	...	11	...	1	...	...	...	...	...	...
7	Family carriages	...	...	...	...	8	2	2	...	3	2	...	...	...	...	5	1	...	...	...	...
8	Dining cars	1	...	...	3	13	...	...	4	3	...	...	3	3	2	...	1	...	...	1	...
9	First class carriages — 4-wheeled ...	26	1	14	85	85	26	9	82	39	9	...	1	9	...	9	22	2	...	4	...
	First class carriages — 6-wheeled ...	...	...	...	...	...	...	...	...	...	...	...	...	31	3	...	...	...	...	10	8
	First class carriages — Bogie ...	...	2	...	12	7	...	...	1	...	...	...	...	...	...	...	...	...	...	5	...
10	Composite, first and second class. — 4-wheeled ...	46	14	57	66	89	55	12	103	56	24	...	4	28	1	7	27	...	10	38	...
	Composite, first and second class. — 6-wheeled ...	...	4	...	...	...	...	...	...	...	...	...	...	12	5	...	...	...	...	...	11
	Composite, first and second class. — Bogie ...	18	20	16	39	57	...	3	21	10	...	...	18	16	...	3	15	...	...	11	2
11	Composite, first, second and third class. — 4-wheeled ...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Composite, first, second and third class. — Bogie ...	6	...	...	...	18	7	...	76	...	...	...	19	...	...	5	42	...	...	...	...
12	Other composite carriages	5	3	12	183	13	3	...	32	10	...	...	3	...	...	9	11	...	...	5	...
13	Second class — Ordinary ...	28	18	14	77	132	46	10	91	33	26	...	...	38	1	8	38	...	...	16	10
	Second class — Bogie ...	...	15	...	15	2	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...
14	Second class with postal accommodation ...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...
15	Intermediate class — 4-wheeled ...	26	4	28	71	...	4	...	129	39	...	...	...	...	...	11	...	...	...	44	...
	Intermediate class — 6-wheeled ...	...	1	...	...	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...	...
	Intermediate class — Bogie ...	...	12	6	17	...	...	...	12	...	...	...	...	...	...	3	...	...	...	2	...
	Intermediate class — Ambulance ...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Composite, intermediate and third class	15	...	38	39	...	7	...	127	31	...	...	...	78	3	1	...	...	...	44	...
17	Intermediate and postal carriages ...	3	5	6	...	...	...	...	18	...	...	...	...	...	1	...	...	...	...	3	...
18	Intermediate, third and postal carriages	1	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...
19	Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Third class carriages without brakes. — 4-wheeled ...	...	114	190	675	585	338	18	67	1	168	...	...	213	2	119	233	8	45	228	...
	Third class carriages without brakes. — 6-wheeled ...	...	30	...	...	...	...	...	...	...	...	...	...	141	20	...	...	...	...	...	65
	Third class carriages without brakes. — Bogie ...	...	132	69	207	123	12	...	...	...	...	...	...	6	...	19	197	...	...	89	3
	Third class carriages without brakes. — Ambulance ...	...	15	...	92	16	45	...	174	...	...	...	...	...	...	...	54	...	...	...	...
21	Third class carriages with brakes. — 4-wheeled ...	200	10	...	29	122	2	46	196	89	...	...	...	2	...	...	8	...	...	7	...
	Third class carriages with brakes. — 6-wheeled ...	...	...	...	...	...	...	...	...	...	...	...	...	217	...	...	...	...	...	...	...
	Third class carriages with brakes. — Bogie ...	107	24	...	30	59	...	6	388	26	...	...	93	84	...	...	37	...	...	...	...
	Third class carriages with brakes. — Ambulance ...	21	...	...	...	22	...	...	262	203	...	...	...	...	...	...	...	...	...	...	...
22	Third class and postal vans ...	14	12	3	53	31	8	5	57	37	4	...	16	19	3	4	47	...	...	8	4
23	Brake-vans (used exclusively on passenger service.)	35	41	23	168	130	...	8	...	98	...	...	...	...	...	23	...	...	6	46	...
24	Brake-vans with — Intermediate class	7	...	16	...	...	...	...	...	...	...	...	65	...	...	...	...	...	...	2	...
	Brake-vans with — Third class ...	93	...	25	...	...	...	...	99	7	12	...	...	...	...	...	51	...	...	...	...
25	Brake-vans fitted with postal compartments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Postal vans	...	...	1	18	9	5	...	10	...	4	...	...	...	...	...	5	...	...	3	...
27	Composite, postal and other carriages	6	...	...	...	13	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
28	Prison van	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	3	...	...	4	...
29	Carriage trucks	5	6	9	39	55	19	2	42	...	8	...	...	5	...	6	1	...	...	5	...
30	Horse boxes	16	18	22	75	114	38	10	142	43	18	...	16	30	1	5	37	...	3	15	10
31	Luggage vans	31	32	26	70	127	32	6	61	43	8	...	14	1	...	...	17	...	4	10	...
32	Produce Vendors' vans	...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Milk vans	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	Fish vans	...	...	31	...	...	...	...	...	...	...	...	3	...	...	...	...	...	2	23	...
35	Store, ice and stationery vans ...	...	...	...	1	...	...	...	18	4	...	...	...	...	...	...	...	...	...	...	...
36	Miscellaneous	...	...	9	2	...	...	...	32	...	...	...	1	...	...	...	68	...	2	14	...
37	TOTAL COACHING VEHICLES ...	824	570	696	2,125	1,868	668	167	2,318	804	286	...	273	987	48	251	959	10	72	661	124

* Calcutta Port Commissioners' railway.

DIX 22.

railway at the close of the calendar year 1908.

134562

3′ 3½″							2′ 6″																			2′ 0″							
18	6 (*c*) to (*k*)	19	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*) to (*i*)	21	22	23	24	25	27	3 (*b*) & (*d*)	2 (*o*) & (*p*)	1 (*b*), (*c*), (*f*) & (*g*)	8 (*h*)	8 (*i*) and (*j*).	10 (*j*) & (*k*)	19	1 (*d*)	1 (*e*)	20 (*c*)	20	30	31	8 (*k*)	32	5 (*h*)	33	34	35	5 (*i*)	
J. B.	M. & S. M.	M. R. W.	R. M.	R. & K.	S. I.	U. C.	B. B. L.	B. L.	B. B.	C.	D B.	E. B. S. M.	G. D. & R.	G. C., J. G. E., P. R. & R. D.	K.S.	T. & N. D.	M. D. and T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	
...	44	...	145	...	...	1	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	5	2	...	...	30	...	...	...	...	...	...	...	...	26	...	...	...	1	...	...	...	...	...	...	9	...	...	...	...	...	...	
54	223	3	330	51	224	2	4	12	4	3	3	15	11	17	22	29	6	1	3	3	5	8	5	3	...	17	18	12	4	9	5	
54	272	5	475	51	254	3	4	12	4	3	3	15	11	43	22	29	6	5	3	3	5	8	5	3	0	17	8	12	4	9	5	1
4	6	...	5	...	4	...	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	3
...	...	...	4	...	2	...	...	...	...	...	...	2	...	...	...	...	...	3	...	...	...	...	...	...	...	2	2	...	...	...	2	4
...	14	...	...	4	...	...	1	...	...	...	...	...	...	5	4	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	5
6	...	...	18	2	15	...	...	1	...	...	1	...	...	...	...	1	...	...	...	...	1	...	1	...	...	...	1	...	...	...	...	6
3	...	3	...	...	3	1	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
5	...	...	3	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
4	46	3	87	6	2	...	...	...	1	1	...	...	...	...	12	3	...	...	2	...	...	...	...	...	...	18	...	...	...	...	...	
...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	9	
...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	4	...	...	2	...	
20	60	5	57	8	55	3	2	...	1	...	...	6	...	2	4	8	...	...	...	...	3	3	2	...	...	5	...	4	...	...	...	
...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10	
...	23	...	45	6	9	...	...	...	...	...	1	...	...	4	4	...	4	4	...	...	...	...	...	...	...	2	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	
...	...	...	...	1	48	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
5	8	...	28	...	9	...	...	6	1	...	...	5	...	6	...	...	...	...	2	1	...	...	1	5	...	2	...	...	2	4	...	12
6	30	3	59	6	26	1	...	...	...	...	...	...	1	...	10	...	...	4	...	...	...	...	...	...	...	21	3	...	...	...	7	13
...	...	...	...	...	4	...	...	...	...	...	...	...	6	3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	3	...	...	...	...	...	14
17	...	15	33	3	...	2	3	...	2	...	...	2	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	6	2	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3	...	...	12	11	...	...	...	...	...	...	...	2	...	9	...	5	...	...	...	...	...	...	2	...	...	...	...	2	...	...	...	16
...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	17
...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	34	...	...	...	...	...	...	3	...	...	7	...	...	...	...	...	11	...	...	19
65	269	15	468	46	457	11	23	...	11	...	...	25	...	...	...	22	...	15	...	...	10	...	11	...	...	...	28	64	16	...	...	
...	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
26	53	...	268	...	30	...	...	24	...	1	1	...	...	...	...	6	10	13	...	...	...	...	...	...	...	...	14	...	...	...	...	
...	1	...	5	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4	237	...	98	8	...	3	...	...	...	...	...	...	...	14	30	...	...	...	...	...	...	16	3	...	...	36	...	...	1	...	...	
...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	21
5	19	...	63	26	104	...	...	8	...	4	2	...	...	52	8	...	7	...	5	...	...	...	...	...	...	...	...	...	...	...	...	
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10	32	...	32	1	27	1	1	...	1	...	...	2	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	22	4	7	...	88	1	...	...	...	1	...	...	2	...	12	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	
...	...	...	...	2	46	...	3	2	3	...	...	7	...	10	...	10	...	...	...	...	4	...	...	...	...	...	10	...	...	...	...	24
...	...	...	...	10	6	...	...	...	...	...	...	...	...	5	...	...	...	...	2	...	...	...	3	...	...	...	...	...	...	...	...	25
...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	27
...	6	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	14	...	38	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
12	49	3	78	10	31	1	...	...	...	...	...	...	2	2	...	...	...	2	...	...	...	...	...	...	...	...	5	...	...	...	...	30
...	22	...	20	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	10	...	3	...	17	...	...	...	...	...	...	1	1	...	7	6	...	...	...	...	...	...	...	...	...	3	2	...	...	...	...	36
195	932	63	1,455	194	1,108	24	33	41	20	7	5	56	49	125	93	63	21	51	11	5	18	21	22	15	–	96	75	77	21	19	30	37

APPEN

Rolling-stock under different heads on each

Items.	GAUGE.	5′ 6″											3′ 3⅜″								
	NUMBER.	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (g)	6 (a) & (b)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)		11	12	13	14	15	16	17	3 (b) & (c)	7 (c)
	Railway.	B. N.	B. B. & C. I.	E.B.S.	E. I.	G.I.P.	M. & S.M.	N.G.S.	N.W.	O.&B.	S. I.	Calcutta Port Coommissioners'.	A.B.	B. & N. W.	B.D.	B.G. J. P.	B.	D.	D.S.	E. B. S. M.	H. G. V.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Goods vehicles.																				
38	Covered goods wagons, bogie. Ordinary	...	...	...	...	1	...	...	...	...	...	...	100	200	...	...	593	...	...	500	...
	Covered goods wagons, bogie. Military	...	...	...	...	...	...	...	556	...	...	...	...	...	...	...	75	...	...	...	...
39	Covered goods wagons, 4-wheeled. Ordinary	3,105	1,886	3,020	3,275	4,661	965	86	4,416	1,551	79	646	750	3,539	263	153	3,472	4	273	2,059	440
	Covered goods wagons, 4-wheeled. Military	1,277	1,221	1,382	6,109	3,855	1,318	275	6,933	3,538	593	...	813	2,107	...	145	20	...	...	458	150
40	High-sided wagons, bogie	...	...	...	...	51	...	10	70	...	...	...	15	...	...	...	16	...	...	2	2
41	High-sided wagons, 4-wheeled	...	1,122	52	5,218	3,657	1,009	949	1,257	...	431	200	127	...	...	1	60	...	804	...	260
42	Medium-sided wagons, bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
43	Medium-sided wagons, 4-wheeled	761	443	...	...	...	...	...	...	...	...	...	...	...	...	...	310	...	...	...	...
44	Low-sided wagons, bogie. Ordinary	...	...	...	...	...	...	...	102	...	...	1	...	...	54	20	115	...	...	54	...
	Low-sided wagons, bogie. Military	...	105	...	...	...	...	...	140	...	...	...	...	28	...	...	...	...	...	...	...
45	Low-sided wagons, 4-wheeled. Ordinary	190	127	103	3,454	25	...	...	572	...	...	102	300	442	...	564	...	5	70	233	...
	Low-sided wagons, 4-wheeled. Military	156	...	367	1,525	...	229	...	1,241	278	...	...	...	25	...	...	286	...	...	228	...
46	Coal or coke wagons	4 242	130	33	857	...	...	...	551	280	...	...	...	*150	...	...	38	...	...	...	...
47	Cattle wagons	...	...	1	13	...	1	...	24	...	...	...	4	...	1	6	230	...	...	...	...
48	Accident vans	23	17	13	53	39	15	...	...	9	3	2	5	...	1	...	14	...	...	9	...
49	Platform wagons	75	...	...	43	...	3	...	12	...	...	15	...	2	...	...	...	...	...	5	...
50	Powder vans	6	7	5	31	24	6	...	50	8	3	...	3	1	...	2	12	...	1	2	...
51	Timber trucks.	125	20	14	100	191	167	4	49	141	...	...	45	279	26	22	107	...	54	197	20
52	Bolster trucks. Double	...	...	...	...	...	...	...	271	...	80	2	...	...	...	...	157	...	...	...	...
	Bolster trucks. Single	104	...	59	...	50	...	...	...	...	52	20	16	...	...	...	150	...	...	...	...
53	Ballast wagons	76	480	...	289	406	95	70	...	117	55	12	110	...	...	74	380	...	...	50	83
54	Brake-vans (used indiscriminately on passenger, goods or mixed service).	200	146	76	704	614	224	43	474	83	64	1	15	211	15	18	219	2	31	67	50
55	Travelling oil tanks	31	20	28	95	31	38	...	51	13	7	...	3	10	...	2	2	...	...	14	1
56	Travelling water tanks	...	25	8	1	11	9	3	72	1	1	...	...	...	...	1	23	...	...	...	1
57	Travelling gas holders	8	9	4	6	18	9	2	19	8	3	...	8	...	...	...	...	...	...	6	2
58	Travelling cranes	11	4	8	31	59	13	2	56	24	2	3	15	21	3	2	33	...	2	13	2
59	Miscellaneous	31	9	18	10	1	37	7	15	...	11	...	14	9	...	56	127	...	...	23	6
60	TOTAL GOODS VEHICLES	10,421	5,771	5,191	21,814	13,694	4,138	1,451	16,031	6,051	1,384	1,004	2,343	7,024	363	1,066	6,439	11	1,225	3,920	1,017
61	Motor cars	1	2	4	5	3	2	...	2	2	1	...	...	...	...	...	2	...	...	...	...
	LOWER CLASS CARRIAGES FITTED																				
	Intermediate class	...	18	...	71	...	...	...	141	...	...	...	...	...	...	14	...	...	...	...	...
	Composites	...	1	32	168	...	...	...	145	...	...	...	...	78	3	...	5	...	...	37	...
	Third class	42	159	12	299	106	67	70	166	45	...	...	22	...	...	51	52	...	12	...	68
62	TOTAL	42	178	44	538	106	67	70	452	45	...	...	22	78	3	65	57	...	12	37	68
	LOWER CLASS CARRIAGES PROVIDED WITH LATRINE																				
	Intermediate class	26	18	15	81	...	4	...	141	39	...	...	65	32	...	14	...	...	...	45	...
	Composites	35	1	45	178	106	8	...	145	29	...	...	...	78	3	...	73	...	...	50	...
	Third class	136	159	112	317	259	134	70	812	191	39	...	51	84	...	51	212	...	12	307	68
63	TOTAL	197	178	172	576	365	146	70	1,098	259	39	...	116	194	3	65	285	...	12	402	68

N. B.—In the above statement the few six-wheeled wagons in

*These are 5′ 6″ gauge coal wagons

DIX 22—*concluded.*

railway at the close of the calendar year 1908.

3′ 3⅜″							2′ 6″																2′ 0″							
18	6 (c) to (k)	19	2 (k) to (n)	20(a) & (b)	10 (b) to (i)	21	22	23	24	25	27	3 (b) & (d)	2(o) & (p)	1 (b) (c'), (f) & (g)	8 (h)	8 (i) and (j)	10 (j) & (k)	19	1(d)	1 (e)	20 (c)	29	30	31	8(k)	32	5(h)	33	34	35	5 (i)	Items.
J.B.	M. & S. M.	M. R. W.	R. M.	R. & K.	S. I.	U. C.	B. B. L.	B. L.	B. B.	C.	D.B.	E. B. S. M.	G. D. & B.	G. C., J. G. E., P. R. & R. D.	K. S.	K. T. & N. D.	M. D. & T. K	M. R. W.	M. B.	P. L. L.	P. W. L.	S.S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	MT H.	
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	49	49	50	51	52	53	54	55
6	85	...	471	...	208	...	6	67	...	...	5	...	...	368	18	49	24	10	6	2	1	...	...	...	...	...	...	...	4	42	...	38
763	3,854	29	3,440	863	1,880	25	...	...	14	...	...	103	55	20	58	25	...	10	2	...	57	80	20	30	...	81	141	14	...	...	1	39
...	193	...	1,377	250	251	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	57	15	...	...	78	...	...	5	...	...	10	...	...	...	...	13	24	9	...	...	...	...	...	2	...	...	6	...	...	22	...	40
...	241	25	131	...	724	...	...	...	12	14	...	...	...	...	42	19	...	...	...	...	...	...	...	12	...	148	55	22	4	...	19	41
...	167	...	...	...	6	...	...	...	...	...	...	...	...	83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	224	...	149	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
152	...	2	227	...	27	10	...	57	...	4	25	...	106	44	...	4	...	38	10	12	...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	952	...	...	...	...	...	4	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	
141	327	...	11	242	...	...	13	...	12	...	...	40	83	30	12	...	...	...	2	2	3	100	27	6	...	6	10	...	...	2	...	45
...	...	...	1,232	...	...	...	...	...	...	...	...	...	...	...	...	69	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	
...	350	...	...	...	...	...	...	...	...	...	...	...	...	165	...	69	...	...	...	...	...	...	...	...	336	...	...	...	...	...	...	46
35	28	...	...	...	6	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
...	13	1	16	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	48
...	45	...	...	...	4	...	...	...	...	10	...	1	...	...	1	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
1	13	...	38	2	8	...	...	...	...	...	...	...	1	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	127	...	78	76	33	...	...	...	...	...	...	37	...	37	4	...	...	...	...	...	2	...	...	2	...	6	...	...	...	...	...	51
...	30	...	...	...	38	...	...	...	...	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	52
...	65	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	512	...	...	2	...	...	...	...	...	...	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53
35	215	2	283	32	88	2	...	...	...	...	2	7	9	3	6	14	...	2	...	3	...	9	3	...	...	...	4	7	1	...	2	54
...	8	...	21	...	38	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55
11	23	...	...	...	23	...	...	2	...	...	...	2	...	...	17	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	4	56
...	31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57
...	21	...	27	12	9	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58
...	20	...	...	...	7	...	...	2	...	...	...	...	2	...	...	...	...	...	...	...	8	...	...	...	...	12	...	...	...	13	...	59
1,141	6,137	74	8,453	1,484	4,050	37	19	136	42	28	42	300	256	756	160	445	48	70	20	19	71	189	50	52	336	253	218	57	9	79	26	60
1	...	...	...	2	2	1	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61

WITH CLOSETS FOR FEMALES.

17	...	4	33	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18	...	...	54	17	...	...	...	4	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
100	65	4	354	3	64	15	...	...	...	4	...	...	...	...	8	...	...	6	...	...	...	...	...	...	...	6	5	...	...	...	...	
135	65	8	441	20	64	17	...	4	...	4	...	2	...	...	8	...	...	6	...	...	...	...	...	...	...	6	5	...	...	...	...	62

ACCOMMODATION, INCLUDING (ITEM 62) CARRIAGES FITTED WITH CLOSETS FOR FEMALES.

17	...	15	33	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18	...	...	54	17	32	...	...	4	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
100	200	15	354	29	183	15	...	...	...	4	...	...	...	...	8	...	...	6	...	...	...	...	...	...	...	6	5	...	...	...	...	
135	200	30	441	46	215	17	...	4	...	4	...	2	...	...	8	...	...	6	...	...	...	...	...	...	...	6	5	...	...	...	...	63

use on Indian railways have been included with four wheeled wagons.
purchased from and kept for use on the East Indian railway.

APPEN

Number of, outlay on, and

Progressive No.		GAUGE.	5′ 6″						
		NUMBER.	1 (*a*)	2 (*a*) to (*g*).	3 (*a*)	4	5 (*a*) to (*g*),	6 (*a*) & (*b*)	7 (*a*) & (*b*)
(1)		Particulars. (2)	B. N. (3)	B. B. & C. I. (4)	E. B. S. (5)	E. I. (6)	G. I. P. (7)	M. & S. M. (8)	N. G. S. (9)
		ENGINES.							
1	Engines employed exclusively on passenger working.	Number at close of 1907	74	87	78	177	275	63	4
2		Number added in 1908	—4	18	—17	34	5	—2	...
3		Number at close of 1908	70	105	61	211	280	61	4
4	Engines employed exclusively on goods working.	Number at close of 1907	...	...	73	299	461	...	60
5		Number added in 1908	...	...	...	95	43	...	—1
6		Number at close of 1908	...	...	73	394	504	...	49
7	Engines employed on mixed working or on both passenger working and goods working.	Number at close of 1907	230	148	55	467	152	157	7
8		Number added in 1908	70	—3	23	—80	9	...	2
9		Number at close of 1908	300	145	78	387	161	157	9
10	Total number of locomotives on the 31st December 1908		370	250	212	992	945	218	62
11	Number per mile of line open of all classes		0·21	0·26	0·42	0·39	0·32	0·21	0·18
12	Average mileage run by each *per annum*.	Engines employed exclusively on passenger working.	37,417	24,347	36,505	36,795	27,516	37,903	17,755
13		Engines employed exclusively on goods working	...	...	15,377	29,112	16,207	...	21,908
14		Engines employed on mixed working or on both passenger working and goods working.	11,965	13,466	27,551	11,006	5,787	14,532	27,532
15		All classes of engines	21,035	21,851	25,936	28,275	20,498	24,550	22,475
16	Average mileage run by each *per diem*.	Engines employed exclusively on passenger working.	102	67	100	100	75	104	49
17		Engines employed exclusively on goods working	...	...	42	79	44	...	60
18		Engines employed on mixed working or on both passenger working and goods working.	33	37	75	30	16	40	75
19		All classes of engines	57	60	71	77	56	67	61
20	Ton mileage hauled per engine, in thousands of tons		7,031	6,834	6,447	10,274	6,409	6,344	6,676
21	Average under repairs or renewals at any one time		52	43	31	89	221	49	9
22	Total value, in thousands of rupees		2,00,96	1,01,94	...	3,89,76	3,87,72	90,13	26,19
23	Total value per mile of line open		11,331	10,548	...	15,451	13,242	8,653	7,450
		COACHING STOCK. (In the table below where the value of coaching stock is not shown, it is included with that of Goods.)							
24	Number at close of 1907		790	540	*692	1,952	1,841	726	146
25	Number added in 1908		34	30	4	173	27	—58	11
26	Number at close of 1908		824	570	696	2,125	1,868	668	157
27	Number per mile of line open.	1st class	0·05	0·05	0·14	0·08	0·07	0·07	0·11
28		2nd class	0·03	0·06	0·10	0·06	0·07	0·07	0·05
29		Intermediate class	0·02	0·02	0·17	0·07	...	0·01	...
30		3rd class	0·23	0·36	0·59	0·42	0·30	0·39	0·21
31		All other classes	0·08	0·10	0·37	0·21	0·20	0·10	0·07
32		Total of all classes	0·46	0·59	1·37	0·84	0·64	0·64	0·44
33	Average mileage run by each *per annum*.	1st class	39,251	...	33,563	69,364	...	...	...
34		2nd class	48,313	...	43,853	78,196	...	...	...
35		Intermediate class	55,260	...	52,472	98,816	...	...	...
36		3rd class	49,976	...	51,429	77,240	...	...	...
37		All other classes	52,557	...	30,339	52,488	...	...	...
38		Total of all classes	49,405	78,650	44,798	72,052	65,637	52,358	42,989
39	Average mileage run by each *per diem*		135	215	123	197	180	143	117
40	Freight ton-mileage per vehicle, in thousands of tons		48	82	38	62	51	52	39
41	Average under repairs or renewals at any one time		102	71	54	261	239	59	16
42	Total value, in thousands of rupees		†80,45	†57 60	...	2,53,49	†1,59,99	...	10,47
43	Total value per mile of line open		4,536	5,959	...	10,048	5,464	...	2,078
		GOODS STOCK.							
44	Number at close of 1907 ...	Covered wagons	4,138	2,780	3,942	8,991	7,816	2,264	161
45		Open ,,	4,056	2,273	503	10,700	4,059	1,355	900
46		Timber trucks, including bolster trucks	186	20	74	85	241	128	10
47		All other classes	329	222	*183	876	789	299	57
48		Total of all classes	8,709	5,300	4,682	20,742	12,905	4,046	1,128
49	Number added in 1908 ...	Covered wagons	244	327	450	393	701	64	200
50		Open ,,	1,369	129	52	553	80	1	129
51		Timber trucks, including bolster trucks	43	...	—1	15	...	39	—6
52		All other classes	56	15	—2	111	8	—13	...
53		Total of all classes	1,712	471	509	1,072	789	92	323
54	Number at close of 1908 ...	Covered wagons	4,382	3,107	4,402	9,384	8,517	2,328	361
55		Open ,,	5,425	2,407	555	11,343	4,139	1,356	1,029
56		Timber trucks, including bolster trucks	229	20	73	100	241	167	4
57		All other classes	385	237	161	987	797	287	57
58		Total of all classes	10,421	5,771	5,191	21,814	13,694	4,138	1,451
59	Number of all classes per mile of line open		5·83	5·94	10·23	8·65	4·68	3·97	4·01
60	Average mileage run by each *per annum*		14,218	10,399	9,945	19,768	15,977	12,194	15,269
61	Average mileage run by each *per diem*		39	28	27	54	44	33	42
62	Average tare in tons ...	Covered wagons	8 01	7·34	8·24	7·63	7·82	7 72	7·51
63		Open ,,	8·20	6·79	7·24	7·00	6·97	7·19	6·79
64	Average carrying capacity in tons.	Covered wagons	16·08	15·54	14·43	16·00	15·48	15·14	16·40
65		Open ,,	19 20	14·90	16·16	15 74	14·80	14·96	18·14
66	Average load of a goods vehicle, loaded and empty, per mile		8·45	6 84	5·10	13·58	6·65	5·77	7·26
67	Freight ton-mileage per vehicle, in thousands of tons		81	70	51	142	99	66	81
68	Average under repairs or renewals at any one time		354	324	214	1,198	813	265	41
69	Total value, in thousands of rupees		3,14,75	1,31,22	...	7,39,69	2,99,86	†1,53,42	35, 7
70	Total value per mile of line open		17,746	13,577	...	29,322	10,242	14,729	10,087
71	Grand total value of rolling-stock, in thousands of rupees		5,96,16	2,90,76	2,75,11	13,82,94	8,47,57	2,43,55	72,13
72	Grand total value of rolling-stock per mile of line open		33,614	30,084	54,211	54,821	28,948	23,382	20,515

* Revised figures.

† Includes outlay on motor cars.

DIX 23.

work done by, rolling-stock.

5′ 6″			3′ 3½″												
8 (*a*) to (*g*).	9 (*a*) & (*b*).	10 (*a*)	11	12	13	14	15	16	17	3 (*b*) & (*c*).	7 (*c*).	18	8 (*c*) to (*k*)	19	Progressive No.
N. W. (10)	O. & R. (11)	S. I. (12)	A. B. (13)	B. & N. W. (14)	B. D. (15)	B. G. J. P. (16)	B. (17)	D. (18)	D. S. (19)	E. B. S. M. (20)	H. G. V. (21)	J. B. (22)	M. & S. M. (23)	M. R. W. (24)	(25)

ENGINES.

204	94	17	...	...	...	...	8	...	...	...	2	...	38	...	1
3	5	10	...	...	...	...	4	...	...	...	...	...	6	...	2
207	99	27	...	...	...	...	12	...	...	...	2	...	44	...	3
526	...	22	...	...	...	...	...	...	...	...	10	...	...	2	4
71	...	...	...	...	...	...	...	...	...	...	...	...	5	...	5
597	...	22	...	...	...	...	...	...	...	...	10	...	5	2	6
135	114	39	57	289	10	37	253	2	26	156	43	54	206		7
—3	—6	...	8	39	...	...	33	...	...	23	...	...	17	...	8
132	108	39	95	328	10	37	291	2	26	179	43	54	223	3	9
936	207	88	95	328	10	37	303	2	26	179	55	54	272	5	10
0·22	0·16	0·20	0·12	0·18	0·07	0·08	0·20	0·42	0·30	0·23	0·14	0·07	0·13	0·07	11
41,067	18,558	20,474	...	...	...	...	21,906	...	...	...	13,990	...	24,217	...	12
14,208	...	7,092	...	...	...	...	...	...	...	...	6,463	...	17,019	2,164	13
20,951	28,726	18,237	...	...	...	...	21,119	...	...	...	28,814	...	19,994	32,028	14
25,466	28,305	18,925	26,062	21,430	21,962	27,112	25,727	2,364	17,765	21,044	26,712	27,559	23,543	34,941	15
112	51	56	...	...	...	...	60	...	...	...	38	...	66	...	16
39	...	19	...	...	...	...	...	...	...	...	18	...	47	6	17
57	79	50	...	...	...	...	58	...	...	...	79	...	55	88	18
70	78	52	71	58	60	74	70	6	49	58	78	75	64	96	19
7,075	7,635	4,175	4,101	3,889	...	4,047	4,407	...	... 3	3,722	3,701	4,827	3,967	...	20
273	26	12	6	39	2	3	25	...		29	8	8	22	2	21
4,05,30	1,06,99	...	31,03	1,05,14	2,70	7,56	98,66	...	...	45,69	16,68	16,80	68,30	1,55	22
9,510	8,535	...	4,025	5,869	1,765	1,647	6,461	...	...	5,347	4,263	2,017	3,336	2,102	23

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

*2,249	800	286	259	*987	*48	246	*933	12	72	*650	124	*189	1,011	53	24
69	4	...	14	...	...	5	25	—2	... 72	11	...	6	—79	...	25
2,318	804	286	273	987	48	251	958	10		661	124	195	932	53	26
0·06	0·08	0·06	0·05	0·05	...	0 07	0·06	...	} 0·12 {	0·09	0·07	0·04	0·05	0·15	27
0·05	0·05	0·09	0·03	0·04	...	0·04	0·06	...		0·06	0·04	0·02	0·04	0·08	28
0·05	0·04	...	0 02	0·03	...	0 04	...	...	...	0·09	...	0·02	...	0·20	29
0·29	0·28	0·39	0·15	0·39	...	0 31	0·40	...	0·52	0·45	0·18	0·13	0·30	0·20	30
0·09	0·15	0·10	0·11	0·02	...	0·09	0·11	...	0 20	0·17	0·03	0·02	0·07	0·08	31
0·54	0·60	0·64	0·36	0·53	0·31	0·55	0·63	2·09	0·84	0·86	0·32	0·23	0·46	0·71	32
44,814	5,065	33,800	31,207	59,679	...	...	28,56	...	...	...	48,60	...	...	...	33
58,466	3,095	33,686	37,065	74,889	...	...	34,462	...	...	...	83,039	...	...	...	34
64,408	2,767	...	24,947	78 468	...	...	...	...	...	...	...	...	...	...	35
67,895	17,259	32,132	41,781	73,684	...	...	37,916	...	...	...	84,903	...	...	...	36
24,423	9,521	15,660	30,450	18,222	...	...	31,686	...	..	...	7,672	...	...	...	37
56,605	37,707	29,942	36,376	70,303	...	43,608	35,643	...	...	...	70,961	76,742	43,869	...	38
155	103	82	100	102	...	119	98	...	...	...	194	210	120	...	39
53	44	42	31	44	...	27	35	...	...	...	52	48	33	...	40
257	96	11	18	89	...	16	124	...	...	66	12	13	45	...	41
†2,41,59	...	...	25,57	...	2,80	8,53	†71,84	...	...	...	8,87	...	...	1,66	42
5,669	...	...	3,317	...	1,831	1,858	4,704	...	...	...	2,269	...	...	2,244	43

GOODS STOCK.

10,094	4,884	685	1,563	} 6,075 {	263	298	3,962	4	223	3,062	590	713	*3,862	29	44
3,201	646	487	*452	} 6,075 {	57	*705	1,070	6	814	547	345	287	*1,015	40	45
320	...	101	51	279	24	22	426	...	54	190	20	...	*247	...	46
*765	114	80	*175	*249	*19	*41	*568	...	24	*134	62	*88	*268	3	47
*14,380	5,044	1,353	2,241	*6,603	*363	1,066	*6,026	10	1,115	3,033	1,017	*1,087	5,412	72	48
1,811	205	...	100	} 416 {	1	...	198	...	50	— 45	...	57	328	...	49
732	29	...	—10	} 416 {	—3	...	135	—1	60	20	...	6	192	2	50
...	141	31	10	...	2	...	— 12	...	...	7	...	...	...	...	51
8	32	...	2	5	...	...	92	2	...	5	...	—6	205	...	52
2,551	407	31	102	421	...	...	413	1	110	—13	...	57	725	2	53
11,905	5,089	685	1,663	§6,491 {	264	298	4,160	4	273	3,017	590	769	4,190	29	54
3,933	675	487	442	§6,491 {	54	705	1,205	5	874	567	345	293	1,207	42	55
320	141	132	61	279	26	22	414	...	54	197	20	...	267	...	56
773	146	80	177	254	19	41	660	2	24	139	62	82	473	3	57
16,931	6,051	1,384	2,343	7,024	363	1,066	6,439	11	1,225	3,920	1,017	1,144	6,137	74	58
3·06	4·53	3·10	3 04	3 67	2·37	2·32	4·22	2 30	14·24	5·11	2·60	1·37	3·00	1·00	59
13,309	10,100	12,228	6,997	12,444	...	8,339	11,767	...	...	...	10,760	11,725	12,163	...	60
36	28	33	18	34	...	23	32	...	...	...	31	32	33	...	61
7·79	6·81	7·10	4·90	} 3·95 {	...	3·79	4 67	...	...	5·73	4·44	5·31	3·98	...	62
7·54	5·50	6·56	3·29	} 3·95 {	...	3 17	3·59	...	...	4·18	3·74	4·70	4·24	...	63
15·04	13·50	12 82	10·12	} 10·18 {	...	7·35	10·10	...	...	10·98	10·97	11·33	7 94	...	64
18·81	10·52	14·35	6·05	} 10·18 {	...	7 83	8·42	...	...	9·79	10·34	13·17	8·37	...	65
7·04	5 86	4·83	5·00	3·75	...	2·02	3·51	...	...	...	4·55	3·88	4·08	...	66
91	49	53	43	41	...	21	44	...	...	...	43	47	46	...	67
390	218	21	78	203	...	62	412	...	...	188	28	45	188	...	68
4,52,23	†1,92 37	...	47,50	1,77,85	6,56	12,96	1,21,42	...	...	1,13,43	16,48	†31,40	1,28,41	2,28	69
10,612	15,347	...	6,162	9,928	4,286	2,822	7,051	...	...	13,275	4,213	3,768	6,274	3,078	70
10,93,12	2,99,36	78,93	1,04,10	2,82,99	12,06	29,05	2,91,92	...	‡26,88	1,59,12	42,03	48,20	1,96,71	5,49	71
25,791	23,882	17,711	13,604	15,797	7,882	6,327	19,116	...	‡34,685	18,621	10,745	5,785	9,610	7,424	72

* Revised figures.

† Includes outlay on motor cars.

‡ Excludes outlay by Ledo and Tikak Margherita Colliery railway.

§ Includes 150 5′ 6″ gauge coal wagons purchased from and kept for use on the East Indian railway.

APPEN

Number of, outlay on, and

Progressive No.	GAUGE.	3′ 3⅜″—*concld.*				2′ 6″							
	NUMBER.	2 (*h*) to (*n*).	20 (*a*) & (*b*).	10 (*b*) to (*i*)	21	22	23	24	25	27	3 (*b*) & (*d*)	2 (*o*) & (*p*).	1 (*b*), (*c*) (*f*) & (*g*).
	Particulars.	B. M.	R. & K.	S. I.	U. C.	B. B. L.	B. L.	B. B.	C.	D. B.	E. B. S. M.	G. D. & R.	G. C. J. G. E. P. R. & E. D.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	ENGINES.												
1	Engines employed exclusively on passenger working. — Number at close of 1907	151	...	...	1	...	...	...	...	...	...	...	18
2	Engines employed exclusively on passenger working. — Number added in 1908	—6	...	...	...	...	...	...	...	...	...	...	—18
3	Engines employed exclusively on passenger working. — Number at close of 1908	145	...	...	1	...	...	...	...	...	...	...	...
4	Engines employed exclusively on goods working. — Number at close of 1907	...	...	30	...	...	...	...	...	...	...	...	18
5	Engines employed exclusively on goods working. — Number added in 1908	...	...	...	...	...	...	...	...	...	...	...	8
6	Engines employed exclusively on goods working. — Number at close of 1908	...	...	30	...	...	...	...	...	...	...	...	26
7	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1907	313	54	236	2	4	7	4	3	...	15	11	4
8	Engines employed on mixed working or on both passenger working and goods working. — Number added in 1908	17	—3	—12	...	...	5	...	...	3	...	...	13
9	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1908	330	51	224	2	4	12	4	3	3	15	11	17
10	Total number of locomotives on the 31st December 1908	475	51	254	3	4	12	4	3	3	15	11	43
11	Number per mile of line open of all classes	0·22	0·12	0 21	0·04	0·15	0·15	0·22	0·08	0·15	0·17	0·08	0·08
12	Average mileage run by each *per annum*. — Engines employed exclusively on passenger working.	28,197	...	...	5,968	...	...	...	...	...	...	...	...
13	Average mileage run by each *per annum*. — Engines employed exclusively on goods working.	...	...	82,720	...	...	...	...	...	...	...	...	14,124
14	Average mileage run by each *per annum*. — Engines employed on mixed working or on both passenger working and goods working.	16,247	...	12,130	25,754	...	...	...	...	...	...	...	18,134
15	Average mileage run by each *per annum*. — All classes of engines.	19,895	23,715	22,878	20,587	14,423	10,032	8,353	6,284	5,869	13,225	15,787	19,342
16	Average mileage run by each *per diem*. — Engines employed exclusively on passenger working.	77	...	...	16	...	...	...	...	...	...	...	...
17	Average mileage run by each *per diem*. — Engines employed exclusively on goods working.	...	...	227	...	...	...	...	...	...	...	...	39
18	Average mileage run by each *per diem*. — Engines employed on mixed working or on both passenger working and goods working.	45	...	33	71	...	...	...	...	...	...	...	50
19	Average mileage run by each *per diem*. — All classes of engines.	54	65	63	56	40	27	23	17	16	50	43	53
20	Ton-mileage hauled per engine, in thousands of tons	3,764	4,307	3,744	3,811	...	...	...	...	...	...	...	3,014
21	Average under repairs or renewals at any one time	62	8	26	...	...	1	...	1	...	2	2	4
22	Total value, in thousands of rupees	88,26	16,97	57,70	95	1,01	...	99	28	71	...	1,44	14.60
23	Total value per mile of line open	4,083	3,854	4,789	1,414	3,870	...	5,363	766	3,610	...	1,094	2,769
	COACHING STOCK.												
	(In the table below where the value of coaching stock is not shown, it is included with that of Goods.)												
24	Number at close of 1907	*1,420	*206	1,143	*24	23	41	20	3	...	56	41	84
25	Number added in 1908	35	—12	—35	...	10	...	...	4	5	...	8	41
26	Number at close of 1908	1,455	194	1,108	24	33	41	20	7	5	56	49	125
27	Number per mile of line open. — 1st class	...	0·06	0·08	...	...	...	...	...	...	...	0·03	0·02
28	Number per mile of line open. — 2nd class	...	0·03	0·07	...	...	...	...	...	...	...	0·05	0·02
29	Number per mile of line open. — Intermediate class	...	0·03	...	...	...	...	...	...	...	...	...	0·01
30	Number per mile of line open. — 3rd class	...	0 27	0·62	...	...	...	...	...	...	...	0·26	0·15
31	Number per mile of line open. — All other classes.	...	0·05	0·15	...	...	...	...	...	...	...	0·13	0 04
32	Number per mile of line open. — Total of all classes	0·67	0·44	0·92	0·36	1·27	0·52	1·08	0 19	0·25	0·63	0·37	0·24
33	Average mileage run by each *per annum*. — 1st class	...	...	37,916	...	...	...	...	...	...	...	...	33 698
34	Average mileage run by each *per annum*. — 2nd class	...	...	37,797	...	...	...	...	...	...	...	...	35,770
35	Average mileage run by each *per annum*. — Intermediate class	...	...	...	...	...	...	...	...	...	...	...	31,757
36	Average mileage run by each *per annum*. — 3rd class	...	...	40,228	...	...	...	...	...	...	...	...	52,987
37	Average mileage run by each *per annum*. — All other classes	...	...	35,813	...	...	...	...	...	...	...	...	35 322
38	Average mileage run by each *per annum*. — Total of all classes	53,921	42,376	45,198	21,876	...	2,869	...	...	...	...	...	46,401
39	Average mileage run by each *per diem*	161	116	124	60	...	8	...	...	...	...	...	127
40	Freight ton-mileage per vehicle, in thousands of tons	40	28	45	31	...	22	...	...	...	...	...	26
41	Average under repairs or renewals at any one time	157	16	59	1	...	3	...	1	...	6	1	...
42	Total value, in thousands of rupees	...	...	†60,51	†1,19	...	...	...	15	49	...	1,02	10,00
43	Total value per mile of line open	...	...	5,022	1,771	...	...	...	408	2,480	...	1,455	1,896
	GOODS STOCK.												
44	Number at close of 1907. — Covered wagons	5,163	1,113	2,561	25	6	67	16	...	...	103	55	288
45	Number at close of 1907. — Open ,,	2,678	242	1,483	10	19	66	26	28	...	40	179	222
46	Number at close of 1907. — Timber trucks, including bolster trucks.	78	76	79	...	...	...	...	...	...	147	...	37
47	Number at close of 1907. — All other classes	*356	*42	102	*2	...	1	...	...	...	10	12	8
48	Number at close of 1907. — Total of all classes	*8,775	*1,473	4,205	*37	25	134	42	28	...	300	246	555
49	Number added in 1908. — Covered wagons	125	...	—75	...	...	...	—2	...	5	...	...	95
50	Number added in 1908. — Open ,,	24	...	—84	...	—6	—4	2	...	35	...	10	100
51	Number added in 1908. — Timber trucks, including bolster trucks.	...	...	12	...	...	...	...	...	...	...	...	...
52	Number added in 1908. — All other classes.	29	11	—4	...	...	6	...	...	2	...	...	6
53	Number added in 1908. — Total of all classes	178	11	—155	...	—6	2	...	...	42	...	10	201
54	Number at close of 1908. — Covered wagons	5,288	1,113	2,486	25	6	67	14	...	5	103	55	383
55	Number at close of 1908. — Open ,,	2,702	242	1,375	10	13	62	28	28	35	40	189	322
56	Number at close of 1908. — Timber trucks, including bolster trucks.	78	76	91	...	...	...	...	...	...	147	...	37
57	Number at close of 1908. — All other classes	385	53	98	2	...	7	...	...	2	10	12	14
58	Number at close of 1908. — Total of all classes	8,453	1,484	4,050	37	19	136	42	28	42	300	256	756
59	Number of all classes per mile of line open	3·90	3·37	3·36	0·55	0·73	1·73	2·27	0·76	2·14	3·38	1·94	1·43
60	Average mileage run by each *per annum*	13,319	10,177	11,971	11,886	...	878	...	...	...	...	...	13,081
61	Average mileage run by each *per diem*	36	28	33	33	...	2	...	...	...	...	...	36
62	Average tare in tons. — Covered wagons	4·20	4·64	4·97	4·02	...	6·20	...	...	...	...	3·02	7·04
63	Average tare in tons. — Open ,,	4·37	3·21	4·03	3·22	...	4·16	...	...	...	...	2·17	6·88
64	Average carrying capacity in tons. — Covered wagons	9·62	11·79	9·15	7·40	...	13·18	...	...	...	...	4·59	16·13
65	Average carrying capacity in tons. — Open ,,	12·46	9·05	8·11	6·29	...	15·40	...	...	...	...	8·26	14·48
66	Average load of a goods vehicle, loaded and empty, per mile.	4·00	4·15	3·97	2·20	...	...	...	...	...	...	...	3·31
67	Freight ton-mileage per vehicle, in thousands of tons	53	33	45	25	...	14	...	...	...	...	...	42
68	Average under repairs or renewals at any one time	315	64	127	...	...	3	...	...	...	42	3	12
69	Total value, in thousands of rupees	2,02,71	†39,25	61,53	58	1,73	...	1,94	26	50	...	217	28,62
70	Total value per mile of line open	9,379	8,913	5,107	863	6,676	...	10,489	718	3,009	...	1,649	5,428
71	Grand total value of rolling-stock, in thousands of rupees.	2,90,97	56,22	1,79,74	2,72	2,74	13,32	2,93	69	1.79	Included with E. B. S. ry. 3′ 3⅜″ gauge.	5,53	53,22
72	Grand total value of rolling-stock per mile of line open	13,462	12,767	14,918	4,048	10,546	16,975	15,852	1,892	9,099		4,193	10,098

* Revised figures.
† Includes outlay on motor cars.

DIX 23—*concluded.*

work done by, rolling-stock.

2′ 6″										2′ 0″							Progressive No.
8 (*h*)	(*i*) 12 (*j*)	10 (*j*) & (*k*)	19	1 (*d*)	1 (*e*)	20 (*e*)	29	30	31	8 (*k*)	32	5 (*h*)	33	34	35	5 (*i*)	
K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P.W.L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
ENGINES.																	
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	... 3	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	1	...	...	...	...	...	...	7	...	...	...	...	...	...	4
...	...	...	... 1	...	...	...	...	...	...	2	...	...	...	...	...	...	5
...	...	...		...	...	...	...	...	...	9	...	...	...	...	...	...	6
24	30	6	1	3	3	5	8	5	3	...	17	18	12	4	9	5	7
—2	—1	...	...	... 3	...	... 5	... 8	... 5	... 3	...	... 17	... 18	... 12	... 4	... 9	... 5	8
22	29	6	1		3					...							9
22	29	6	5	3	3	5	8	5	3	9	17	18	12	4	9	5	10
0·37	0·28	0·14	0·26	0·09	0·12	0·3	0·09	0·15	0·15	1·46	0·33	0·09	0·27	0·20	0·28	0·40	11
...	...	...	4,885	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	6,872	...	...	...	...	...	...	...	...	...	...	...	...	...	13
...	...	16,450	21,056	...	...	...	...	...	...	...	...	...	...	...	...	...	14
12,771	13,285	17,016	9,147	10,738	7,089	13,918	15,230	19,660	...	...	13,299	9,287	11,067	12,011	...	2,601	15
...	...	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	19	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	45	58	...	...	...	...	...	...	...	...	...	...	...	...	...	18
35	36	47	25	29	19	38	42	54	...	...	38	25	30	33	...	7	19
895	683	1,328	...	954	700	...	...	...	...	...	...	...	...	...	...	...	20
14	10	...	2	...	...	2	...	1	1	...	2	6	...	...	...	...	21
646	7,06	2,05	96	69	...	...	2,76	83	60	...	2,95	3,26	2,63	65	...	1,25	22
10,903	6,924	4,668	5,038	2,129	...	...	2,982	2,650	2,974	...	5,793	1,606	5,994	3,281	...	9,913	23
COACHING STOCK.																	
(In the table below where the value of coaching stock is not shown, it is included with that of Goods.)																	
86	66	21	51	9	*5	18	*22	*22	15	...	97	*75	*71	20	19	32	24
7	...	...	...	2	...	...	—1	...	...	...	—1	...	6	1	...	—2	25
93	66	21	51	11	5	18	21	22	15	...	96	75	77	21	19	30	26
...	...	0·05	...	0·05	0·04	0·05	...	0·07	0·15	...	...	...	...	...	...	...	27
...	...	0·05	...	0·04	0·01	0·05	...	0·04	...	...	...	...	...	...	...	...	28
...	...	...	...	0·02	...	...	...	0·08	...	...	...	...	...	...	...	...	29
...	...	0·30	...	0·16	0·14	0·33	...	0·45	0·45	...	...	...	...	...	...	...	30
...	...	0·08	...	0·06	0·01	0·03	...	0·02	0·15	...	...	...	...	...	...	...	31
1·56	0·65	0·48	2·68	0·34	0·20	0·48	0·21	0·66	0·75	...	1·88	0·37	1·76	1·00	0·60	2·38	32
...	...	49,642	...	3,734	} 12,743 {	...	...	...	...	...	...	...	...	...	...	...	33
...	...	49,042	...	27,749		...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	27,543		...	...	...	...	...	...	...	...	...	...	...	35
...	...	43,023	...	16,605	38,456	...	...	...	...	...	...	...	...	...	...	...	36
...	...	41,671	...	11,868	...	...	...	...	...	...	...	...	...	...	...	...	37
9,847	27,869	44,058	...	20,010	32,949	...	3,091	...	...	...	...	...	...	...	...	...	38
27	76	121	...	55	90	...	8	...	...	...	...	...	...	...	...	...	39
5	14	14	...	10	28	...	...	...	...	...	...	...	...	...	...	...	40
...	5	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	41
4,41	1,87	1,18	1,40	...	...	...	...	70	...	...	...	...	...	...	...	...	42
7,422	1,835	2,687	7,390	...	...	...	...	2,100	...	...	...	...	...	...	...	...	43
GOODS STOCK.																	
99	74	24	20	4	2	58	50	20	30	...	70	124	14	4	42	...	44
55	338	24	47	12	14	3	100	27	20	...	163	*67	28	4	24	24	45
4	...	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	46
8	33	...	3	...	*3	8	9	3	...	336	9	*5	7	...	14	...	47
166	445	48	70	16	*19	71	159	50	52	336	253	*197	49	8	80	24	48
—35	...	...	...	4	...	...	30	...	...	...	11	17	...	...	...	1	49
—1	...	...	...	...	...	...	...	...	...	...	—14	4	8	...	...	—5	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51
30	...	...	...	...	...	...	...	...	...	...	3	...	...	1	—1	6	52
—6	...	...	...	4	...	...	30	...	...	...	...	21	3	1	—1	2	53
64	74	24	20	8	2	58	80	20	30	...	81	141	14	4	42	1	54
54	338	24	47	12	14	3	100	27	20	...	154	71	36	4	24	19	55
4	...	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	56
38	33	...	3	...	3	8	9	3	...	336	12	5	7	1	13	6	57
160	445	48	70	20	19	71	189	50	52	336	253	218	57	9	79	26	58
2·69	4·36	1·09	3·71	0·62	0·77	1·84	2·04	1·50	2·59	54·37	4·96	1·07	1·30	0·46	2·49	2·06	59
5,616	3,407	4,078	...	8,384	7,293	...	...	...	...	...	...	...	...	...	...	...	60
15	9	11	...	23	20	...	...	...	...	...	...	...	...	...	...	...	61
4·57	4·50	6·46	...	5·84	6·98	3·16	...	2·75	...	...	...	...	2·75	2·75	...	...	62
2·75	1·33	5·98	...	4·95	4·06	...	...	2·15	...	...	...	...	2·50	2·50	...	...	63
9·75	8·64	9·50	...	13·10	9·04	4·81	...	5·00	4·00	...	...	...	5·00	5·00	...	...	64
5·80	3·43	10·00	...	11·33	7·38	...	...	5·00	4·50	...	...	...	5·00	5·00	...	...	65
3·19	4·48	1·61	...	2·95	2·19	...	...	...	...	...	...	...	...	...	...	...	66
18	6	7	...	22	15	...	...	...	...	...	...	...	...	...	...	...	67
...	8	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	68
3,66	4,93	1,55	1,22	1,00	...	...	5,15	71	1,00	...	3,91	2,32	4,05	1,09	...	1,28	69
6,150	4,734	3,530	6,395	3,093	...	...	5,558	2,138	5,007	...	7,658	1,142	9,238	5,528	...	10,020	70
14,53	13,76	4,78	3,58	1,69	1,49	1,42	7,91	2,29	1,60	...	6,86	5,58	6,68	1,74	2,20	2,51	71
24,440	13,493	10,885	18,823	5,222	6,056	3,606	8,540	6,888	7,981	...	13,451	2,748	15,232	8,809	6,944	19,933	72

* Revised figures.

APPENDIX 24.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1908.

Number.		Gauge	Railway system.	Locomotives.									Coaching vehicles, *including brake-vans used exclusively on passenger service.*				Goods vehicles, *including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.*			
				Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working or on both passenger working and goods working.										
Main head.	Sub-head.		(*Vide* Appendix 38.)	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
1	(*a*)	5′ 6″	Bengal-Nagpur	70	...	100·00	...	...	...	191	109	63·67	824	...	...	100 00	3,705	1,045	5,060	45·63
2	(*a*) to (*g*)	5′ 6″	Bombay, Baroda and Central India.	105	...	100·00	...	...	...	120	25	82·76	566	4	...	100·00	467	50	5,250	8·96
3	(*a*)	5′ 6″	Eastern Bengal State	61	...	100·00	73	...	100·00	25	53	32 05	591	76	29	95·83	87	12	5,084	1·91
4	...	5′ 6″	East Indian	210	1	99·53	275	119	69·80	123	261	31·75	1,948	60	209	90 21	3,134	99	18,550	14·84
5	(*a*) to (*g*)	5′ 6″	Great Indian Peninsula	229	...	100·00	171	212	46·65	131	3	97·76	1,371	...	55	96·14	1,195	125	8,726	13·14
		5′ 6″	Indian Midland	51	...	100·00	76	45	62·81	17	10	62·96	412	...	...	100·00	10	44	3,535	1·50
6	(*a*) & (*b*)	5′ 6″	Madras and Southern Mahratta.	61	...	100·00	...	...	...	88	69	56·05	667	1	...	100·00	1,096	485	2,544	38·33
7	(*a*) & (*b*)	5′ 6″	Nizam's Guaranteed State	4	...	100·00	...	49	...	9	...	100·00	129	3	25	84·08	...	...	1,449	...
8	(*a*) to (*g*)	5′ 6″	North Western State	207	...	100·00	597	...	100·00	110	22	83·33	2,243	75	...	100·00	6,678	117	16,080	40·27
9	(*a*) & (*b*)	5′ 6″	Oudh and Rohilkhand State	99	...	100·00	...	...	...	106	2	98·15	729	50	25	96·89	617	32	5,378	10·77
10	(*a*)	5′ 6″	South Indian	27	...	100·00	22	...	100·00	17	22	43·59	282	...	4	98·60	240	69	1 073	22·36
11	...	3′ 3½″	Assam-Bengal	...	...	...	...	...	...	86	9	90·53	266	7	...	100·00	560	131	1,637	29·68
12	...	3′ 3½″	Bengal and North-Western	...	...	...	...	...	...	147	181	44·82	483	174	330	66·57	‖228	12	6,763	3·43
13	...	3′ 3½″	Bengal Dooars	...	...	...	...	...	...	...	10	...	...	...	48	...	...	...	360	...
14	...	3′ 3½″	Bhavnagar-Gondal-Junagad-Porbandar.	...	...	...	...	...	...	...	37	...	...	...	251	...	...	...	1,064	...
15	...	3′ 3½″	Burma	12	...	100·00	...	...	...	186	105	63·92	563	44	351	63·36	1,556	21	4,829	24·62
16	...	3′ 3½″	Deoghur	...	...	...	...	...	...	...	2	...	...	...	10	...	...	...	11	...
17	...	3′ 3½″	Dibru-Sadiya	...	...	...	...	...	...	...	26	...	...	...	72	...	110	62	1,051	14·06
3	(*b*) & (*c*)	3′ 3½″	Eastern Bengal State	...	...	...	...	...	...	150	29	83·80	500	19	142	78·52	21	36	3,850	1·46
7	(*c*)	3′ 3½″	Hyderabad-Godavari Valley	2	...	100·00	...	10	...	...	43	...	20	...	104	16·13	3	...	1,012	0·30
18	...	3′ 3½″	Jodhpur-Bikaner	...	...	...	...	...	...	...	54	...	...	...	195	...	...	...	1,144	...
6	(*c*) to (*k*)	3′ 3½″	Madras and Southern Mahratta.	*44	...	100·00	5	...	100·00	†29	194	13·00	‡184	§43	705	24·36	...	...	6,116	...
19	...	3′ 3½″	Morvi	...	...	...	...	2	...	...	3	...	...	...	53	...	...	...	74	...
2	(*h*) to (*n*)	3′ 3½″	Rajputana-Malwa	113	32	77·93	...	...	...	48	282	14·55	477	595	383	73·68	990	1,768	5,678	32·61
20	(*a*) & (*b*)	3′ 3½″	Rohilkund and Kumaon	...	...	...	...	...	...	24	27	47·06	44	43	107	41·85	14	...	1,458	0·95
10	(*b*) to (*i*)	3′ 3½″	South Indian	...	...	...	...	30	...	141	83	62·95	359	3	746	32·67	45	66	3,930	2·75
21	...	3′ 3½″	Udaipur-Chitor	...	1	...	...	...	...	...	2	...	...	...	24	...	...	...	37	...
22	...	2′ 6″	Baraset-Basirhat Light	...	...	...	...	...	...	...	4	...	...	...	33	...	...	...	19	...
23	...	2′ 6″	Barsi Light	...	...	...	...	...	...	8	4	66·67	34	...	7	82·93	...	...	135	...
24	...	2′ 6″	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	4	...	...	...	20	...	...	...	42	...
3	(*b*) & (*d*)	2′ 6″	Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State railway.	...	...	...	...	...	...	15	...	...	...	...	56	...	...	...	300	...
25	...	2′ 6″	Cutch	...	...	...	...	...	...	...	3	...	...	...	7	...	...	...	28	...
27	...	2′ 6″	Dholpur-Bari	...	...	...	...	...	...	...	3	...	...	...	5	...	...	...	42	...
2	(*o*) & (*p*)	2′ 6″	Gaekwar's Dabhoi and Rajpipla.	...	...	...	...	...	...	...	11	...	...	...	49	...	...	...	256	...
1	(*b*) to (*g*)	2′ 6″	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	25	1	96·15	13	10	56·52	106	...	35	75·18	659	...	136	82·89
8	(*h*)	2′ 6″	Kalka-Simla	...	...	...	...	...	...	22	...	100·00	93	...	...	100·00	158	1	...	100·00
8	(*i*) & (*j*)	2′ 6″	Kohat-Thal and Nowshera Durgai.	...	...	...	...	...	...	...	29	...	...	...	66	...	...	...	445	...
10	(*j*) & (*k*)	2′ 6″	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	6	...	...	...	21	...	...	...	48	...
19	...	2′ 6″	Morvi	...	3	...	...	1	...	...	1	...	...	...	51	...	...	...	70	...
20	(*c*)	2′ 6″	Powayan Light	...	...	...	...	...	...	...	5	...	...	...	18	...	...	...	71	...
29	...	2′ 6″	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	8	...	...	...	21	...	...	...	189	...
30	...	2′ 6″	Tarakeshwar-Magra Light	...	...	...	...	...	...	...	5	...	...	...	22	...	...	...	50	...
31	...	2′ 6″	Tezpore-Balipara Light	...	...	...	...	...	...	...	3	...	...	...	15	...	...	...	52	...
8	(*k*)	2′ 0″	Dandot Light	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	336	...
32	...	2′ 0″	Darjeeling-Himalayan	...	...	...	...	...	...	...	17	...	...	...	96	...	...	...	253	...
5	(*h*) & (*i*)	2′ 0″	Gwalior Light and Matheran	...	...	...	...	...	...	2	21	8·70	...	...	105	...	...	...	244	...
33	...	2′ 0″	Howrah-Amta Light	...	...	...	...	...	...	...	12	...	...	...	77	...	...	...	57	...
34	...	2′ 0″	Howrah-Sheakhala Light	...	...	...	...	...	...	...	4	...	...	...	21	...	...	...	9	...
35	...	2′ 0″	Jorhat	...	...	...	...	...	...	...	9	...	...	...	19	...	...	...	79	...
			Total	1,295	37	97·22	1,244	478	72·24	1,793	1,840	49·35	12,821	1,206	4,611	75·26	21,573	4,165	109,204	19·07

* Includes 4 engines fitted with the Westinghouse brake.
† Includes 3 engines fitted with the Westinghouse brake.
‡ Includes 47 vehicles fitted with the Westinghouse brake.
§ Includes 3 vehicles piped for the Westinghouse brake.
‖ Includes 150 5′ 6″ gauge coal wagons purchased from and kept for use on the East Indian Railway.

APPENDIX 25.

Rolling-stock lighted by gas and electricity at the close of the calendar year 1908.

Number. Main head. (1)	Number. Sub-head. (2)	Gauge. (3)	Railway system. (*Vide* Appendix 38.) (4)	Number of vehicles fitted for lighting with: Gas. (5)	Electricity. (6)	Total. (7)	Number of vehicles not fitted. (8)	Proportion per cent. of fitted to total. (9)	Remarks. (10)
1	(*a*)	5′ 6″	Bengal-Nagpur	861	43	907	...	100·00	
2	(*a*) to (*g*)	5′ 6″	Bombay, Baroda and Central India	430	40	470	3	99·37	
3	(*a*)	5′ 6″	Eastern Bengal State	575	3	578	109	84·13	
4	...	5′ 6″	East Indian	1,699	34	1,733	179	90·64	
5	(*a*) to *g*	5′ 6″	Great Indian Peninsula	1,014	105	1,119	148	88·32	
		5′ 6″	Indian Midland	396	2	398	14	96·60	
6	(*a*) & (*b*)	5′ 6″	Madras and Southern Mahratta	804	10	814	66	92·50	
7	(*a*) & (*b*)	5′ 6″	Nizam's Guaranteed State	132	...	132	60	68·75	
8	(*a*) to (*g*)	5′ 6″	North Western State	2,204	34	2,238	279	88·92	
9	(*a*) & (*b*)	5′ 6″	Oudh and Rohilkhand State	730	13	743	144	83·77	
10	(*a*)	5′ 6″	South Indian	254	1	255	31	89·16	
11	...	5′ 6″	Assam-Bengal	268	...	268	...	100·00	
12	...	5′ 6″	Bengal and North-Western	...	620	620	578	51·75	
13	...	5′ 6″	Bengal Dooars	...	...	...	48	...	
14	...	5′ 6″	Bhavnagar-Gondal-Junagad-Porbandar	...	50	50	201	19·92	
15	...	5′ 6″	Burma	...	28	28	1,032	2·64	
16	...	5′ 6″	Deoghur	...	...	...	10	...	
17	...	5′ 6″	Dibru-Sadiya	...	...	...	72	...	
3	(*b*) & (*c*)	3′ 3¾″	Eastern Bengal State	616	3	619	42	93·65	
7	(*c*)	3′ 3¾″	Hyderabad-Godavari Valley	114	...	114	60	65·52	
18	...	3′ 3¾″	Jodhpur-Bikaner	...	204	204	19	91·48	
6	(*c*) to (*k*)	3′ 3¾″	Madras and Southern Mahratta	978	3	981	132	88·14	
19	...	3′ 3¾″	Morvi	...	...	...	53	...	
2	(*h*) to (*n*)	3′ 3¾″	Rajputana-Malwa	...	1,198	1,198	540	68·93	
20	(*a*) & (*b*)	3′ 3¾″	Rohilkund and Kumaon	...	101	101	119	45·91	
10	(*b*) to (*i*)	3′ 3¾″	South Indian	...	157	157	943	14·27	
21	...	3′ 3¾″	Udaipur-Chitor	...	...	...	24	...	
22	...	2′ 6″	Baraset-Basirhat Light	...	...	...	33	...	
23	...	2′ 6″	Barsi Light	6	35	41	...	100·00	
24	...	2′ 6″	Bukhtiarpore-Behar Light	...	...	...	20	...	
8	(*b*) & (*d*)	2′ 6″	Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State railway.	...	...	...	56	...	
25	...	2′ 6″	Cutch	...	...	...	7	...	
27	...	2′ 6″	Dholpur-Bari.	...	...	...	5	...	
2	(*o*) & (*p*)	2′ 6″	Gaekwar's Dabhoi and Rajpipla	...	...	...	49	...	
1	(*b*) to (*g*)	2′ 6″	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	104	...	104	38	73·24	
8	(*h*)	2′ 6″	Kalka-Simla	...	86	86	...	100·00	
8	(*i*) & (*j*)	2′ 6″	Kohat-Thal and Nowshera-Durgai	...	...	...	66	...	
10	(*j*) & (*k*)	2′ 6″	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	21	...	21	...	100·00	
19	...	2′ 6″	Morvi	...	...	...	51	...	
20	(*c*)	2′ 6″	Powayan Light	...	...	...	18	...	
29	...	2′ 6″	Shahdara (Delhi)-Saharanpur Light	...	...	...	21	...	
30	...	2′ 6″	Tarakeshwar-Magra Light	...	...	...	22	...	
31	...	2′ 6″	Tezpore-Balipara Light	...	...	...	15	...	
32	...	2′ 9″	Darjeeling-Himalayan	...	...	...	96	...	
5	(*h*) & (*i*)	2′ 9″	Gwalior Light and Matheran	...	...	...	105	...	
33	...	2′ 9″	Howrah-Amta Light	...	...	...	77	...	
34	...	2′ 9″	Howrah-Sheakhala Light	...	...	...	21	...	
35	...	2′ 9″	Jorhat	...	...	...	19	...	
			Total	11,209	2,770	13,979	5,625	71·31	

APPENDIX 25-A.

Statement showing the number of trains *provided with means of communication throughout between passengers and guards and drivers on the 31st December 1908.*

Number. Main head.	Number. Sub-head.	Gauge.	Railway system. (*Vide* Appendix 38.)	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	(*a*)	5′ 6″	Bengal-Nagpur ...	Total number of trains run	4	48	22	74	(1) English chain system.
				Total number of trains fitted with communication...	2	...	...	2	
3	(*a*)		Eastern Bengal State	Total number of trains run	10	119	29	158	(1) English chain system and "Pull-handle" and "Double Whistle."
				Total number of trains fitted with communication ...	8	97	7	112	
4	(*a*) to (*d*)		East Indian ...	Total number of trains run	8	120	125	253	(1) English chain system.
				Total number of trains fitted with communication	6	4	...	10	
5	(*a*) to (*g*)		Great Indian Peninsula	Total number of trains run	12	132	102	246	(1) English chain system.
				Total number of trains fitted with communication...	2	10	...	12	
6	(*a*) & (*b*)		Madras and Southern Mahratta.	Total number of trains run	6	60	29	95	(1) English chain system.
				Total number of trains fitted with communication...	3	...	...	3	
9	(*a*) & (*b*)		Oudh and Rohilkhand State.	Total number of trains run	2	16	67	85	(1) English chain system.
				Total number of trains fitted with communication	2	4	8	14	
11	(*a*)		Assam-Bengal ...	Total number of trains run	2	...	26	28	(1) English chain system.
				Total number of trains fitted with communication...	2	...	2	4	
12	(*a*) & (*b*)		Bengal and North-Western.	Total number of trains run	...	22	152	174	(1) English chain system.
				Total number of trains fitted with communication...	...	8	...	8	
15	(*a*) & (*b*)		Burma	Total number of trains run	6	62	84	152	(1) English chain system (56 mixed trains are fitted with "Simple cord.")
				Total number of trains fitted with communication	6	2	72	80	
3	(*b*) & (*c*)		Eastern Bengal State	Total number of trains run	6	32	22	60	(1) English chain system.
				Total number of trains fitted with communication...	4	14	20	38	
6	(*c*) to (*k*)	3′ 3¾″	Madras and Southern Mahratta.	Total number of trains run	6	8	77	91	(1) English chain system.
				Total number of trains fitted with communication ...	2	2	...	4	
2	(*h*) to (*n*)		Rajputana-Malwa ...	Total number of trains run	9	20	59	88	(1) English chain system and (4) Electric bell.
				Total number of trains fitted with communication...	6	5	...	11	
20	(*a*) & (*b*)		Rohilkund and Kumaon.	Total number of trains run	...	4	26	30	(1) English chain system.
				Total number of trains fitted with communication	...	4	...	4	
10	(*b*) to (*i*)		South Indian ...	Total number of trains run	6	46	143	195	(1) English chain system and (4) Electric bell.
				Total number of trains fitted with communication...	6	4	...	10	
33	(*a*)	2′ 0″	Darjeeling Himalayan	Total number of trains run	2	...	7	9	(5) Simple cord.
				Total number of trains fitted with communication	2	...	7	9	

* (1) *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
(2) *King's system.*—Without indicating disc, in connection with automatic vacuum brake.
(3) *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
(4) *Electric bell.*—Simple electric communication, no connection with automatic vacuum brake.
(5) *Simple cord.*—No connection with automatic vacuum brake.

APPENDIX 25-B.

Statement showing the number of carriages *provided with means of communication between passengers and guards and drivers on the 31st December 1908.*

Number. Main head.	Number. Sub-head.	Gauge.	Railway system. (*Vide* Appendix 38).	Particulars.	1st.	2nd.	Inter.	3rd.	All other carriages *including composites.*	Total.	Remarks. [For an explanation of the description of communication in use, see note at foot of page 110.]
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	(*a*)	5′ 6″	Bengal-Nagpur	Total number of carriages ...	51	28	26	418	301	824	(1) English chain system.
				Total number of carriages fitted with communication.	18	15	11	154	84	282	
2	(*a*) to (*g*)		Bombay, Baroda and Central India.	Total number of carriages ...	25	33	17	334	161	570	(1) English chain system.
				Total number of carriages fitted with communication.	21	22	4	62	35	144	
3	(*a*)		Eastern Bengal State.	Total number of carriages ...	37	14	50	259	336	696	(1) English chain system (10 carriages "Pull handle" and 6 carriages "Double Whistle").
				Total number of carriages fitted with communication.	14	12	31	184	154	395	
4	(*a*) to (*d*)		East Indian ...	Total number of carriages ...	149	92	88	1,033	763	2,125	(1) English chain system. [164 carriages are fitted with (3) Bamber's system.]
				Total number of carriages fitted with communication.	41	52	32	77	265	467	
5	(*a*) to (*g*)		Great Indian Peninsula.	Total number of carriages ...	121	134	...	927	686	1,808	(1) English chain system.
				Total number of carriages fitted with communication.	23	5	...	63	105	196	
6	(*a*) & (*b*)		Madras and Southern Mahratta.	Total number of carriages ...	47	46	4	397	174	668	(1) English chain system.
				Total number of carriages fitted with communication.	22	22	...	141	39	224	
7	(*a*) & (*b*)		Nizam's Guaranteed State.	Total number of carriages ...	31	10	...	70	46	157	(1) English chain system.
				Total number of carriages fitted with communication.	2	...	...	13	7	22	
8	(*a*) to (*g*)		North Western State.	Total number of carriages ...	161	91	141	1,087	838	2,318	(1) English chain system. [183 carriages are fitted with (2) King's system.]
				Total number of carriages fitted with communication.	75	102	21	121	302	621	
9	(*a*) & (*b*)		Oudh and Rohilkhand State.	Total number of carriages ...	74	33	39	319	339	804	(1) English chain system. [48 carriages "Pull handle."]
				Total number of carriages fitted with communication.	30	32	22	182	136	402	
11	(*a*)		Assam-Bengal ...	Total number of carriages ...		...	...	93	159	273	(1) English chain system.
				Total number of carriages fitted with communication.	1	...	...	59	49	109	
12	(*a*) & (*b*)		Bengal and North Western.	Total number of carriages ...	65	38	32	663	189	987	(1) English chain system.
				Total number of carriages fitted with communication.	8	8	8	92	1	117	
13	(*a*) & (*b*)		Bengal Dooars ...	Total number of carriages ...	10	1	...	22	15	48	(5) Simple cord.
				Total number of carriages fitted with communication.	...	...	...	...	1	1	
15	(*a*) & (*b*)		Burma ...	Total number of carriages ...	67	38	...	529	324	958	(1) English chain system. [158 carriages fitted with (5) Simple cord.]
				Total number of carriages fitted with communication.	22	38	...	200	210	470	
3	(*b*) & (*c*)	3′ 3⅜″	Eastern Bengal State.	Total number of carriages ...	42	22	46	324	227	661	(1) English chain system.
				Total number of carriages fitted with communication.	14	19	35	210	98	376	
18	(*a*) to (*c*)		Jodhpur-Bikaner	Total number of carriages ...	22	6	17	100	50	195	(4) Electric bell.
				Total number of carriages fitted with communication.	13	6	...	...	...	19	
6	(*c*) to (*k*)		Madras and Southern Mahratta.	Total number of carriages ...	66	39	...	581	246	932	(1) English chain system.
				Total number of carriages fitted with communication.	4	5	...	113	47	169	
2	(*h*) to (*n*)		Rajputana-Malwa	Total number of carriages ...	117	59	37	902	340	1,455	(1) English chain system and (4) Electric bell.
				Total number of carriages fitted with communication.	117	40	37	551	336	1,081	
20	(*a*) & (*b*)		Rohilkund and Kumaon.	Total number of carriages ...	17	6	3	109	59	194	(1) English chain system.
				Total number of carriages fitted with communication.	7	6	...	37	19	69	
10	(*b*) to (*i*)		South Indian ...	Total number of carriages ...	35	30	...	696	347	1,108	(1) English chain system.
				Total number of carriages fitted with communication.	18	4	...	161	68	251	
1	(*b*) to (*g*)	2′ 6″ ...	Bengal-Nagpur	Total number of carriages ...	8	3	...	74	56	141	(1) English chain system.
				Total number of carriages fitted with communication	...	1	...	18	22	41	

APPENDIX 26.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1908.

Number. Main head.	Number. Sub-head.	Gauge.	Railway system. (*Vide* Appendix 38.)	Total number of stations on railway.	Stations at which points and signals were interlocked. No.	Stations at which points and signals were interlocked. Name of system of interlocking.	Stations at which block instruments were used for train signalling. No.	Stations at which block instruments were used for train signalling. Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	(*a*)		Bengal-Nagpur	261	111	88 List and Morse's 23 Experimental	48	34 Neale's. 12 Theobald's Train Key. 2 Webb and Thompson's.
2	(*a*) to (*g*)		Bombay, Baroda and Central India	155	33	25 Mackenzie and Holland's. 2 Dutton's 6 Experimental	87	56 Preece's single wire semaphore. Does not give out a token or tablet. 16 Syke's combined lock & block. 13 Tyer's Tablet, single line. 2 „ „ double „
3	(*a*)		Eastern Bengal State	136	41	29 Ordinary double line interlocking 5 List and Morse's 7 Experimental	23	Pryce and Ferreira's. Token not necessary.
4	...		East Indian	428	292	117 English system 174 Dutton's 1 Experimental	308	76 Pryce and Ferreira's. Token not necessary. 77 Neale's Patent Voucher. 37 Tyer's Tablet. 86 East Indian Railway double line block instrument. 32 East Indian Railway tablet.
5	(*a*) to (*c*)		Great Indian Peninsula	306	104	83 English system 18 List and Morse's 3 Experimental	306	214 Preece's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. 98 Neale's. 4 Tyer's.
5	(*d*) to (*g*)	5′ 6″	Indian Midland	155	18	11 Wrench's 6 English system 1 Experimental	68	45 Preece's. Does not give out a token or tablet. 24 Neale's. At one of these stations two kinds of instruments are used.
6	(*a*) & (*b*)		Madras and Southern Mahratta	206	95	37 List and Morse's 7 English system, single line 8 „ „ double „ 21 Madras Railway system partial interlocking. 18 Madras Railway system Key interlocking 4 Experimental	167	18 Winter's Block without starting semaphores. Does not give out a token or tablet. 149 Theobald's Train Key.
7	(*a*) & (*b*)		Nizam's Guaranteed State	45	4	1 Dutton's 1 List and Morse's 2 Experimental	2	Webb and Thompson's.
8	(*a*) to (*g*)		North Western State	659	377	280 List and Morse's 74 Tappet 20 Key locking 3 Experimental	102	76 Tyer's Tablet. 26 Tyer's double line block instruments.
9	...		Oudh and Rohilkhand State	202	123	105 List and Morse's 13 English system 3 Saxby and Farmer's 2 Experimental	...	.....
10	(*a*)		South Indian	81	...	.....	61	59 Theobald's Train Key. 2 Experimental.
11	...	3′ 3¾″	Assam-Bengal	127	...	.....	5	Neale's.
12	...		Bengal and North-Western	322	2	1 Dutton's 1 List and Morse's	2	Tyer's Tablet.
13	...		Bengal Dooars	30	...	.....	...	.....
14	...		Bhavnagar-Gondal-Junagad-Porbandar	66	1	Experimental	2	Theobald's Train Key.
			Carried over	3,179	1,201	.....	1,181	.....

APPENDIX 26—*concluded.*

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1908.

Number. Main head.	Number. Sub-head.	Gauge.	Railway System. (*Vide* Appendix 38).	Total number of stations on railway.	Stations at which points and signals were interlocked. No.	Stations at which points and signals were interlocked. Name of system of interlocking.	Stations at which block instruments were used for train signalling. No.	Stations at which block instruments were used for train signalling. Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
			Brought forward .	3,179	1,201	...	1,181	.....
15	...	3′ 3⅜″	Burma	282	50	12 List and Morse's . 19 Simplex . . 7 Tappet and Key . 12 English system .	90	13 Sykes'. 2 Tyer's Tablet. 67 Neale's. 8 Theobald's Train Key.
16	...		Deoghur	1	...	.....	...	.....
17	...		Dibru-Sadiya	43	...	.....	...	.....
3	(*b*) & (*c*)		Eastern Bengal State	144	22	19 List and Morse's . 3 Experimental .	21	Tyer's Tablet.
7	(*c*)		Hyderabad-Godavari Valley . . .	52	43	43 List and Morse's .	...	.....
18	...		Jodhpur-Bikaner	87	...	.....	...	.....
6	(*c*) to (*k*)		Madras and Southern Mahratta . .	294	1	Experimental . .	125	90 Winter's. Does not give out a token or tablet. 34 Roberts' Key Staff. 1 Theobald's Train Key.
19	...		Morvi	7	...	.....	...	.....
2	(*h*) to (*n*)		Rajputana-Malwa	302	107	90 Sydney Jones' . . 11 Tappet . . . 3 Mackenzie and Holland's. 3 Experimental . .	66	62 Tyer's Tablet. 4 Experimental. .....
20	(*a*) & (*b*)		Rohilkund and Kumaon . . .	71	...	.....	...	.....
10	(*b*) to (*i*)		South Indian	262	49	25 List and Morse's . 6 Dutton's . . 14 Winter's . . 4 Experimental. .	42	24 Winter's Block and Ticket issuing. 16 Theobald's Train Key. 2 Experimental.
21	...		Udaipur-Chitor	11	...	.....	...	.....
22	...		Baraset-Basirhat Light	16	...	.....	...	.....
23	...		Barsi Light	14	...	.....	...	.....
24	...		Bukhtiarpore-Behar Light . .	9	...	.....	...	.....
3	(*d*)		Cooch Behar	7	...	.....	...	.....
25	...		Cutch	5	...	.....	...	.....
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla . .	37	2	Country made .	...	.....
1	(*b*) to (*g*)		Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	80	...	.....	...	.....
8	(*h*)	2′ 6″	Kalka-Simla	20	19	List and Morse's.	...	.....
8	(*i*) & (*j*)		Khushalgarh-Kohat-Thal and Nowshera-Durgai.	22	...	.....	...	.....
10	(*j*) & (*k*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	8	...	.....	...	.....
19	...		Morvi	6	...	.....	...	.....
20	(*c*)		Powayan Light	8	...	.....	...	.....
27	...		Dholpur-Bari	6	...	.....	...	.....
29	...		Shahdara (Delhi)-Saharanpur Light .	12	...	.....	...	.....
30	...		Tarakeshwar-Magra Light . . .	16	...	.....	...	.....
31	...		Tezpore-Balipara Light . . .	8	...	.....	...	.....
32	...	2′ 0″	Darjeeling-Himalayan	10	...	.....	...	.....
5	(*h*)		Gwalior Light	30	...	.....	...	.....
33	...		Howrah-Amta Light	24	...	.....	...	.....
34	...		Howrah-Sheakhala Light . . .	12	...	.....	...	.....
35	...		Jorhat	6	...	.....	...	.....
5	(*i*)		Matheran Light	2	...	.....	...	.....
			Total .	5,093	1,494	.....	1,525	.....

APPENDIX 27.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1904 to 1908.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Excluding freight	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	B. C.	1904, 1905	Bengal	162	...	...	Rs. ...	Rs. ...	9,789	Rs. 5·67	Rs. 3·00	...	Rs. ...	Rs. ...	51·24	40·35	1,113·51	186·82
					Amalgamated with the Eastern Bengal State railway.													
1 (a)	B. N.	1904	Bengal and Umaria.	228	...	...	...	...	148,725	5·52	2·58	219	...	...	67·95	58·65	754·68	200·80
		1905		219	...	...	...	...	177,960	5·16	2·34	237	...	...	71·81	61·15	648·19	199·34
		1906		227	...	...	...	...	199,707	5·40	2·43	163	...	...	73·55	61·09	624·02	192·53
		1907		224	...	...	...	...	229,382	6·67	3·87	45	...	...	81·29	65·65	631·70	204·69
		1908		219	...	...	...	...	230,250	7·33	4·53	...	...	...	83·07	66·27	581·42	198·25
2 (a) to (g)	B., B.& C.I.	1904	England, Bengal and Singareni.	129	...	13,545	19·62	...	67,666	12·92	...	2,344	3·00	...	59·27	49·22	536·53	152·36
		1905		148	...	12,621	16·87	...	75,769	12·53	...	2,494	3·06	...	57·81	48·43	514·00	149·83
		1906		145	105	28,692	19·37	...	64,635	12·95	...	2,491	3·27	...	57·18	47·42	478·62	142·15
		1907		113	100	34,899	21·02	...	73,436	13·99	...	2,664	4·79	...	57·43	47·54	447·59	138·81
		1908		117	...	17,874	22·87	...	108,709	14·04	...	2,330	3·95	...	63·35	52·29	636·20	167·18
3 (a)	E.B S	1904	Bengal	182	...	...	...	...	69,974	5·02	2·39	...	...	...	72·78	49·11	863·33	206·85
		1905		180	...	...	...	...	90,396	4·82	2·48	...	...	...	78·38	53·59	975·41	232·28
		1906		188	...	...	...	...	119,032	5·81	2·81	...	...	...	80·20	54·74	998·93	249·48
		1907		196	...	...	...	...	142,012	6·12	3·44	...	...	...	84·57	58·90	1,097·67	238·91
		1908		192	...	...	...	...	157,812	6·66	4·25	...	...	...	91·41	64·29	1,216·45	258·65
4	E.I.	1904	Bengal and Umaria	244	...	...	...	...	468,271	4·05	1·97	...	...	...	66·47	51·66	406·33	137·59
		1905		245	...	...	...	...	505,916	4·01	1·92	...	...	...	69·75	52·07	431·67	145·77
		1906		257	...	...	...	...	532,758	4·04	1·85	...	...	...	68·79	51·07	426·30	141·43
		1907		247	...	...	...	...	600,045	4·64	2·53	...	...	...	69·89	51·80	453·95	145·93
		1908		241	...	...	...	...	690,825	5·05	2·73	...	...	...	74·00	55·17	480·12	151·82
5 (a) to (g)	G. I.P.	1904	England, Bengal, Singareni, Umaria, Nerbudda, Bellarpur and Warora.	304	...	202	...	18·54	463,917	8·39	6·45	5,117	...	3·58	68·91	60·50	776·00	205·09
		1905		304	...	329	...	16·64	453,414	9·25	7·37	4,896	...	3·51	67·43	59·09	755·75	200·52
		1906		304	...	635	...	17·91	477,265	9·59	6·75	4,486	...	4·00	68·43	59·73	754·29	195·91
		1907		389	...	4,894	...	20·43	596,375	9·74	7·70	5,351	4·33	4·33	71·82	62·70	770·81	203·58
		1908		341	...	13,201	21·95	...	616,525	10·58	9·49	5,048	4·50	4·50	78·31	67·95	925 57	221·27
...	M.	1904	England, Bengal and Singareni.	191	38	4	31·32	28·49	130,755	10·82	8·95	59,148	4·81	4·01	70·78	58·69	946·28	224·48
		1905		352	24	...	...	...	156,312	10·23	5·15	42,059	4·48	3·98	74·96	63·85	874·82	221·69
		1906		330	36	...	...	...	157,081	10·52	5·70	34,115	4·84	4·09	74 98	63·74	895·19	228·97
		1907		245	46	...	...	...	165,282	13·38	11·52	16,074	5·17	4·21	71·51	60·84	934·55	227·11
6 (a) & (b)	M. and S.M.	1908	England, Bengal and Singareni.	220	50	3,971	15·18	14·00	156,464	12·02	8·59	6,587	5·53	4·50	79·52	68 25	719·16	261·72
		1904		132	...	...	...	...	26,276	6·27	4·50	203	5·83	4·14	61·08	50·87	523·22	158·74
7 (a) & (b)	N. G. S.	1905	Singareni	84	...	...	...	...	24,900	5·81	4·68	...	...	...	57·30	48·19	516·05	154·58
		1906		86	...	...	...	...	26,919	5·59	4·69	...	...	...	56·24	47·98	504·29	153·51
		1907		89	...	...	...	...	29,345	5·58	4·65	...	...	...	57·38	49 20	500 25	156·90
		1908		90	...	...	...	...	32,632	5·79	4·84	...	...	...	63·64	54·21	591·48	178·03
8 (a) to (g)	N. W.	1904	England, Bengal, Dandot and Khost	*38	...	†650	†	†	370,454	‡	§	163,151	5·35	...	57·16	50·12	481·27	156·96
		1905		*838	...	†2,373	†	†	431,520	(a)	(b)	76,336	...	...	59·82	52·16	541 06	172·02
		1906		*838	...	2,872	†	†	476,377	(c)	(d)	77,122	5 83	5·83	62·32	53·67	551·86	178·04
		1907		*838	...	6,327	†	†	591,586	(e)	(f)	19,907	5·77	5·77	68·23	57·57	567·88	182·69
		1908		*838	...	1,300	†	†	623,588	(g)	(h)	5,093	...	...	71·11	58·91	844·92	212·06

* Of Bengal coal only.
† There was no importation of foreign coal during these years.
‡ Bengal coal *vid* Kiamari Rs. 11·08 and *vid* Ghaziabad Rs. 14·82.
§ Bengal coal from Rs. 1·94 to Rs. 3·25, Chita Daud coal Rs. 11·22 and Khost and D andot coal between Rs. 6·98 and Rs. 13.
(a) Bengal coal *vid* Kiamari Rs. 11·93 and *vid* Ghaziabad Rs. 13·84.
(b) Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Dandot coal between Rs. 8·04 and Rs. 12·27.
(c) Bengal coal *vid* Kiamari Rs. 11 76 and *vid* Ghaziabad Rs. 15·85
(d) Bengal coal from Rs. 2 25 to Rs. 4·25 and Khost and Dandot coal between Rs. 8 and Rs. 12.
(e) Bengal coal *vid* Ghaziabad Rs. 11·64 and *vid* Karachi Rs. 13·65.
(f) Bengal coal between Rs. 3·50 and Rs. 5 50 and Dandot and Khost between Rs. 13·64 and Rs. 9·00.
(g) Bengal coal *vid* Gaziabad Rs. 12·14 and *vid* Karrachi Rs. 14·69.
(h) Bengal coal from Rs. 3·50 to Rs. 7·13 and Khost and Dandot coal between Rs. 8 and Rs. 12.

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1904 to 1908—contd.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
9 (a) & (b)	O & R.	1904	Bengal	603	...	...	...	...	119,278	7·46	2·13	...	...	...	55·39	47·68	791·59	1 79·43
		1905		603	...	...	...	...	131,445	7·83	2·13	...	..	...	59·17	50·26	919·40	192·35
		1906		603	...	...	...	...	142,729	8·26	2·47	...	...	...	61·69	52·24	929·53	204·73
		1907		603	...	...	...	...	164,206	7·06	3·78	...	...	...	69·39	58·19	975·92	223·86
		1908		603	...	...	...	...	150,670	8·19	4·92	...	...	...	68·32	57·60	1,007·73	213·56
10 (a)	S. I.	1908	Bengal ...	286	14	...	...	...	45,899	15·66	...	2,664	3·91	...	74·09	63·17	1,225·22	286·32
11	A. B.	1904	Bengal and Assam.	120	...	...	...	...	22,837	7·64	...	...	...	...	43·89	36·02	913·92	235·17
		1905		156	...	...	...	...	31,778	7·43	...	...	...	...	47·94	38·93	1,063·16	265·00
		1906		249	...	...	...	...	37,135	7·41	...	...	...	...	52·12	39·81	883·03	251·10
		1907		248	...	...	...	...	43,273	8·42	...	...	...	...	54·72	41·37	894·98	253·48
		1908		225	...	...	...	...	44,134	7·98	...	...	...	...	52·64	39·93	909·66	250·94
12	B. & N. W	1904	Bengal ...	248	18	...	...	...	97,633	5·51	2·41	1,147	...	4·65	52·62	43·32	830·78	228·20
		1905		280	18	...	...	...	97,426	5·55	2·43	303	...	4·65	47·86	39·26	850·35	222·97
		1906		289	71	...	...	...	111,475	6·07	2·83	1,439	...	4·16	50·32	41·26	813·58	223·84
		1907		307	33	...	...	...	125,807	6·89	3·73	6,786	...	4·83	52·33	42 60	796·90	223·49
		1908		291	55	...	...	...	128,569	7·28	4·21	11,936	...	4·20	52·34	42·49	913·45	234·15
13	B. D.	1904	Bengal ...			...	...	...	3,474	10·60	...	...	...	...	30·14	28·05	...	...
		1905				...	...	...	3,652	10·67	...	...	...	...	30·52	28·78	...	...
		1906		*	...	...	...	...	3,876	...	...	...	...	...	35·56	32·95	...	...
		1907				...	...	...	3,852	...	...	...	...	...	35·08	32·56	...	...
		1908		326	...	...	...	...	3,629	10·85	4·50	...	...	...	39 59	37·01	...	...
14	B. G. J. P.	1904	England, Bengal and Palana.	53	...	2	23·23	...	7,531	14·13	...	86	7·50	...	31·20	28·37	774·69	178·11
		1905		52	...	5	23·23	...	8,010	14·07	...	83	7·50	...	32·05	29·03	816·07	179·85
		1906		52	...	...	...	...	9,050	13·54	...	91	8·03	...	33·45	30·25	840·55	186·52
		1907		66	...	...	...	...	10,055	15·28	...	108	9·00	...	30·30	27·67	815·63	178·48
		1908		57	...	1,984	20·48	...	12,386	16·00	...	132	9·03	...	34 70	32·21	1,040·31	215·75
15	B.	1904	England & Bengal	128	...	599	21·22	...	78,834	10·47	...	52,977	4·54	...	49·98	41·42	981·89	240·27
		1905		150	...	348	21·21	...	95,711	10·33	...	28,903	5·06	...	50·38	41·49	959·94	237·11
		1906		162	56	83	21·21	...	94,734	10·70	...	22,912	4·74	...	45·51	37·66	836·51	211·50
		1907		133	58	2,183	21·22	...	96,576	11·32	...	18,564	4·40	...	44·02	36·21	795·92	197·79
		1908		117	60	1,721	21·22	...	104,359	12·77	...	19,336	4·36	...	43·07	35·39	806·90	190·93
16	D.	1904	Bengal ...	...	...	...	...	...	501	5·50	2·25	...	...	...	71·30	...	...	...
		1905		...	...	Information not available				...	...	...	...	...	...	...	...	...
		1906																
		1907		...	...	...	...	...	330	6·79	4·61	...	...	...	46·38	46·38	...	...
		1908		102	...	...	...	...	314	8·97	7·00	...	...	...	46·00	46·00	...	...
17	D. S.	1904	Assam ...	*	...	...	...	...	4,838	8·50	8·50	10	1·71	1·71	51·88	33·39	...	...
		1905				...		...	5,012	8·50	8·50	4	2·22	2·22	49·79	32·06	...	...
		1906				...	...	...	6,664	8·50	8·50	...	...	...	55·07	36·34	...	...
		1907				...	...	...	7,454	8·50	8·50	...	...	...	59·80	38·28	...	...
		1908				...	...	...	7,663	8·50	8·50	...	...	...	62·17	37·16	...	...

* Prices are given at the place of delivery which is the place of storage.

APPENDIX 27—*continued.*

***Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1904 to 1908*—contd.**

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources,)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
3 (*b*) & (*c*)	E. B. S.	1904	Bengal and Assam	285	...	...	...	...	49,391	6·09	3·75	...	...	...	45·84	36·77	872·27	231·02
		1905		281	...	...	...	...	48,662	6·06	4·32	...	...	...	46·83	36·52	805·30	227·73
		1906		299	...	...	...	...	57,527	6·33	3·58	...	...	...	48·90	38·04	857·53	246·92
		1907		323	...	...	...	...	60,909	7·48	4·35	...	...	...	46·31	35·76	801·13	219·23
		1908		327	...	...	...	...	78,014	6·90	4·27	...	...	...	58·57	44·84	970·29	262·28
7 (*c*)	H. G. V.	1904	Singareni ...	347	...	...	...	...	14,309	9·82	5·56	205	10·52	5·56	40·86	36·85	986·72	205·73
		1905		291	...	...	...	...	16,686	8·90	4·76	...	...	...	39·50	35·70	825·63	201·96
		1906		286	...	...	...	...	15,653	7·83	4·81	...	...	...	37·59	33·68	753·84	194·36
		1907		285	...	...	...	...	15,101	7·80	4·79	...	...	...	35·06	31·36	697·34	179·20
		1908		287	...	...	...	...	18,311	7·98	4·92	...	...	...	37·12	33·38	816·24	201·49
18	J. B.	1904	Bengal and Palana	344	...	...	...	...	27,832	10·84	6·13	152	3·62	3·62	59·31	55·34	1,137·75	297·67
		1905		651	...	...	...	...	24,689	11·27	5·30	155	3·90	3·90	51·51	48·39	876·54	246·73
		1906		581	...	...	...	...	28,369	12·39	8·02	163	3·71	3·71	48·96	45·57	806·95	237·56
		1907		584	...	...	...	...	27,688	13·92	6·91	171	5·18	5·18	48·83	46·03	900·25	244·07
		1908		676	...	...	...	...	28,846	13·80	6·50	173	5·32	5·32	46·79	43·52	1,029·75	248·50
6 (*c*) to (*k*)	M. & S. M.	1908	England, Bengal and Singareni.	260	71	36,177	22·50	18·64	51,748	14·85	9·42	50,768	5·32	4·52	43·22	37·86	780·41	224·67
19	M. R. W.	1906	Bengal ...	*386	...	...	...	...	1,102	17·25	15·25	15	10·89	10·89	18·82	18·50	...	...
		1907		*386	...	...	...	...	1,264	17·54	16·54	34	9·26	9·26	30·49	29·80	...	...
		1908		1,283	...	...	...	...	2,523	13·50	5·25	45	10·50	10·50	33·15	32·58	...	...
	N. & S. C.	1904	England, Bengal and Singareni.	148	21	2,430	25·35	†22·54	133	14·34	8·95	5,116	4·48	4·04	61·30	54·18	2,605·63	423·49
		1905		207	24	2,547	24·38	20·58	284	12·48	5·15	4,502	4·62	4·12	60·50	52·45	2,637·03	424·78
		1906		204	29	2,580	25·13	21·33	1,463	13·65	5·70	5,961	4·65	4·04	56·13	49·73	...	...
		1907		191	32	2,435	25·71	21·83	337	17·01	11·52	6,989	4·98	4·31	50·78	45·34	2,909·67	469·09
		1908		...	Included with the South Indian railway system, see No. 10 (*b*) to (*i*).													
(*h*) to (*n*)	R. M.	1904	Bengal and Singareni.	792	...	...	...	...	109,754	14·39	4·20	2,481	5·00	5·00	38·08	32·62	496·38	169·95
		1905		780	...	...	...	...	134,200	14·15	4·03	2,055	5·00	5·00	40·27	34·74	485·11	171·85
		1906		802	...	...	...	...	145,037	15·26	4·77	1,126	5·00	5·00	40·33	34·84	527 34	174·25
		1907		954	...	...	...	...	156,612	12·87	4·94	1,232	5·00	5·00	40·82	35·29	532·15	175·01
		1908		794	...	...	...	...	155,809	12·34	6·39	1,088	5·00	5·00	43·07	37·04	692·23	195·75
20 (*a*) &(*b*)	R. & K.	1904	Bengal . . .	606	...	...	...	...	1,719	13·63	3·00	10,673	...	3·47	32·25	26·28	632·13	183·90
		1905		605	...	...	...	...	8,942	11·03	2·35	8,923	...	2·94	43·29	34·79	794·75	237·60
		1906		612	...	...	...	...	8,749	10·85	2·75	17,779	...	3·49	45·98	36·55	500·71	121·08
		1907		685	...	...	...	...	6,681	10 35	4 25	30,410	...	3·81	43·79	34·59	862·31	174·86
		1908		725	...	...	...	...	6,575	10 10	4·25	32,562	...	3·87	47·73	36·29	815·03	199·86
10 (*b*) to (*i*)	S. I.	1904	England, Bengal and Singareni.	83	...	...	...	...	68,680	11·40	...	11,295	4·99	...	38·21	34·79	849·61	213·52
		1905		81	...	...	...	...	72,314	11·39	...	9,477	5·01	...	36·90	33·74	802·70	200·51
		1906		79	24	...	...	...	73,541	11·53	...	5,587	4·94	...	36·36	33·13	777·07	190·32
		1907		80	70	...	...	...	81,162	12·64	...	9,402	5·00	...	38·06	34·64	847·98	203·97
		1908		84	9	3,404	28·97	...	81,450	14·40	...	25,332	4·77	...	40·93	36·62	912·10	223·75
	S. M.	1904	England, Singareni and Bengal.	316	72	...	...	...	40,327	13·99	8·30	69,209	5·32	4·03	37·79	33·28	710·39	201·82
		1905		...	82	...	...	...	43,125	13·68	8·95	70,137	5·36	4·00	37·04	32·82	718 13	200·65
		1906		‡365	79	2,418	18·08	15·00	53,037	13·00	6·38	74,743	5·37	4·05	39·38	35·07	744·54	211·10
		1907		292	56	4,112	20·72	18·00	61,234	13·91	8·78	69,699	4·99	4·05	42·61	37·30	745·00	230·64
		1908		...	...	See No. 6 (*c*) to (*k*) "Madras and Southern Mahratta railway."												

* This distance is by rail; the distance by sea is 637 miles.
† Including sea freight from England.

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1904 to 1908—contd.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal and the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
21	U. C.	1904	Bengal, Warora and Mohpani.	1,087	...	...	...	...	701	19·00	2·25	...	...	...	30·32	28·51	1,551·44	185·59
		1905		1,087	...	...	...	...	762	19·00	2·25	11	...	...	31·91	29·88	1,117·88	167·86
		1906		1,087	...	...	...	...	906	19·00	3·75	10	...	...	37·09	34·74	1,033·95	177·39
		1907		1,087	...	...	...	...	846	15·50	5·50	...	...	...	34·89	32·71	990·07	166·73
		1908		1,087	...	...	...	...	802	16·77	5·50	...	...	...	31·23	29·07	1,044·20	157·04
23	B. L.	1904	Bengal	...	...	...	...	...	...	...	...	790	6·19	6·19	94·89	92·82	...	...
		1905		...	...	...	...	...	159	...	...	742	6·19	6·19	101·82	99·93	...	...
		1906		273	...	...	...	...	289	...	...	1,102	7·19	7·19	43·65	42·20	1,016·65	...
		1907		...	...	...	...	...	3,294	...	...	182	...	...	61·20	59·73	...	...
		1908		...	...	...	...	...	2,293	...	...	164	...	...	44·90	43·97	...	...
3(d)	C.B.	1904	Bengal and Assam	72	...	...	...	...	1,271	9·45	9·40	...	...	...	36·36	30·57	...	...
		1905		75	...	...	...	...	587	9·77	9·11	...	...	...	17·53	14·61	...	...
		1906		71	...	...	...	...	856	9·62	9·50	...	...	...	20·40	17·21	...	...
		1907		67	...	...	...	...	1,459	8·55	7·00	...	...	...	25·81	22·56	...	...
		1908		59	...	...	...	...	1,363	12·50	12·50	...	...	...	25·80	21·39	...	...
25	C.	1905	.....	...	...	...	...	...	123	17·25	...	2	24·50	...	64·16	64·16	...	...
		1906		...	...	...	...	...	215	18·00	...	3	21·50	...	29·71	29·71	3·76	3·35
		1907		...	...	...	...	...	179	17·55	...	1	25·56	...	16·78	13·22	3·07	1·10
		1908		...	...	...	...		132	17·00	...	1	...	...	15·87	15·87	1,855·44	470·17
27	D.B.	1908	.....	...	...	...	...	...	178	...	...	3	...	...	27·32	22·77	...	...
2 (o) & (p)	G.D. & R.	1904	Bengal . . .	...	...	...	...	...	1,246	...	...	83	...	...	25·09	25·12	...	...
		1905		...	...	...	...	..	1,384	...	...	207	...	...	27·05	26·90	...	...
		1906		...	...	...	...	...	1,833	...	...	79	...	...	28·91	28·80	...	...
		1907		335	...	...	...	...	1,860	17·19	14·02	91	3·00	3·00	24·47	24·38	...	...
		1908		228	...	...	...	...	2,110	17·20	...	78	3·00	...	27·73	27·62	...	...
1 (b) to (g)	G.C., J.G., E., P.R., R.D., M.B. & P.L. L.	1904	Bengal . . .	575	...	...	...	...	4,311	9·78	2·46	...	...	...	47·98	42·90	1,267·65	374·01
		1905		569	...	...	...	...	7,333	9·53	2·28	...	...	...	46·34	40·77	1,040·14	320·38
		1906		443	...	...	...	...	10,761	7·15	2·43	...	...	...	57·52	48·93	1,421·63	335·15
		1907		237	...	...	...	...	18,155	7·02	3·87	...	...	...	70·55	57·48	1,509·23	389·57
		1908		108	...	...	...	...	30,953	6·43	4·93	...	...	...	95·91	78·33	1,938·43	575·33
8(h)	K. S.	1904	Bengal, Dandot and Khost.	1,018	...	...	...	...	5,166	21·00	2·25	144	12·19	...	69·46	59·97	7,984·93	1,135·26
		1905		1,016	...	...	...	...	5,189	17·50	2·25	43	...	...	71·18	66·77	6,500·13	942·22
		1906		904	...	...	...	...	4,917	18·15	4·00	3	...	14·00	77·29	67·65	5,407·71	893·13
		1907		1,012	...	...	...	...	7,081	...	5·00	...	...	...	73·53	65·26	5,879·23	887·70
		1908		...	...	...	...	...	9,991	...	...	21	...	...	91·91	79·72	6,779·84	1,137·22
8 (i) & (j)	K. T. & N. D.	1904	Bengal, Dandot and Khost.	...	...	...	...	...	2,731	*	†	270	5·35	...	21·34	17·83	1,882·21	335·28
		1905		...	...	12	‡	‡	2,726	§	‖	132	...	...	19·72	16·08	1,243·44	301·98
		1906		...	...	...	...	...	3,548	(a)	(b)	74	...	...	19·43	16·17	1,763·93	337·51
		1907		...	...	...	...	...	4,001	...	...	8	...	...	22·03	18·15	1,951·14	371·80
		1908		...	...	...	...	...	3,840	...	...	...	...	...	25·68	22·34	2,433·26	434·20

* Bengal coal *viâ* Kiamari Rs. 11·08 and *viâ* Ghaziabad Rs. 14·82.
† Bengal coal from Rs. 01·94 to Rs. 3·25, Chita Daud coal Rs. 11·22 and Khost and Dandot coal between Rs. 6·93 and Rs. 13.
‡ There was no importation of foreign coal during the year.
§ Bengal coal *viâ* Kiamari Rs. 11·93 and *viâ* Ghaziabad Rs. 13·84.
‖ Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Daud coal between Rs. 8·01 and Rs. 12·27.
(a) Bengal coal *viâ* Kiamari Rs. 11·76 and Ghaziabad Rs. 15·85.
(b) Bengal coal from Rs. 2·25 to Rs. 4·25 and Khost and Dandot coal between Rs. 8 and Rs. 12.

APPENDIX 27—*concluded.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1904 to 1908—concld.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
10 (*j*) & (*k*).	M.D. and T.K.	1906	Bengal & Singareni	478	19	...	...	...	1,342	11·60	5·70	207	4·13	3·73	35·63	31·86	2,910·01	469·17
		1907		152	...	...	...	...	1,528	14·95	11·52	186	...	4·25	37·24	32·78	5,669·29	469·82
		1908		148	2	...	...	...	1,659	15·74	...	93	3·80	...	38·51	37·23	6,146·09	477·00
19	M. R. W.	1904	Bengal . . .	*386	...	...	...	...	1,777	17·51	11·04	53	8·27	8·27	24·26	23·06	...	...
		1905		445	...	...	...	...	1,796	18·34	16·25	62	4·77	4·77	32·47	31·55	...	...
		1906		*386	...	...	...	...	317	17·25	15·25	8	10·89	10·89	25·52	25·27	...	...
		1907		*386	...	...	...	...	390	17·54	16·54	8	9·26	9·26	29·00	27·66	...	...
		1908		1,283	...	...	...	...	536	13·50	5·25	5	10·50	10·50	28·53	28·35	...	...
20 (*c*)	P. W. L.	1904	Bengal . . .	...	...	...	...	...	...	...	...	1,400	...	...	21·31	19·96	...	...
		1905		655	...	...	...	...	24	11·03	2·35	1,303	...	3·59	20·39	19·41	...	...
		1906		...	...	...	...	...	...	...	...	1,520	...	3·56	21·94	20·74	...	...
		1907		...	...	...	...	...	...	...	...	1,501	...	3·68	23·23	21·23	...	...
		1908		...	...	...	...	...	...	...	...	1,582	...	3·71	22·75	20·37	...	...
29	S. S.	1907	.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1908		...	...	...	...	...	2,200	...	...	15	...	...	4·06	4·06	...	...
30	B. P.	1904	Bengal . . .	157	...	...	...	...	1,083	4·44	2·03	...	...	...	26·92	25·37	...	...
		1905		157	...	...	...	...	1,128	4·33	1·56	...	...	...	28·53	26·92	...	...
		1906		157	...	...	...	...	1,428	4·24	1·81	...	...	...	34·24	32·33	...	...
		1907		157	...	...	...	...	1,696	5·94	3·40	...	...	...	40·36	38·13	...	...
		1908		157	...	...	...	...	1,527	8·19	5·38	...	...	...	36·95	34·80	...	...
31	T. B.	1904	Assam . . .	...	...	...	...	...	580	13·50	...	...	...	...	38·52	...	...	...
		1905		...	...	...	...	...	643	13·50	...	...	...	...	38·85	...	...	...
		1906		...	...	...	...	...	673	13·50	...	...	...	...	40·44	...	...	...
		1907		...	...	...	...	...	576	13·50	...	...	...	...	35·34	...	...	...
		1908		...	...	...	...	...	416	15·19	...	...	...	...	30·51	...	...	...
32	D. H.	1904	Bengal . . .	...	...	...	...	...	4,697	10·09	2·50	...	...	...	41·22	40·83	...	...
		1905		...	...	...	...	...	5,025	7·84	2·25	...	...	...	44·68	44·68	...	...
		1906		...	...	...	...	...	4,799	10·09	2·50	...	...	...	46·08	46·08	...	...
		1907		...	...	...	...	...	7,887	2·72	2·25	...	...	...	76·35	76·68	...	...
		1908		...	...	...	...	...	4,058	14·06	3·63	...	...	...	40·21	40·21	...	...
5 (*h*)	G. L.	1904	Bengal and Mohpani.	535	...	...	...	...	1,990	13·28	3·25	24	...	...	36·13	34·10	...	...
		1905		535	...	...	...	...	2,558	13·62	3·75	27	...	...	41·73	38·81	...	...
		1906		535	...	...	...	...	2,848	†13·37	3·75	25	...	...	43·86	40·45	...	...
		1907		538	...	...	...	...	3,103	11·38	5·00	25	...	...	44·02	39·94	...	...
		1908		538	...	...	...	...	2,822	11·87	5·50	27	...	...	41·31	37·82	...	...
35	J.	1904	Assam . . .	11	...	...	...	...	890	13·61	...	...	...	...	34·61	...	...	...
		1905		12	...	...	...	...	864	13·61	...	...	...	...	35·90	...	...	...
		1906		‡	...	...	...	...	946	13·61	8·50	...	...	...	41·76	...	...	...
		1907		142	...	...	...	...	1,010	13·61	8·50	...	...	...	40·14	...	...	...
		1908		142	...	...	...	...	1,135	15·31	10·19	...	...	...	48·33	...	...	...
5 (*i*)	M. T. H.	1907	.....	54	...	11	25·00	24·00	200	19·00	18·00	10	7·00	...	68·73	63·89	...	...
		1908		...	...	...	...	...	375	18·00	15·00	2	7·00	...	64·59	64·01	...	...
	TOTAL	1904‖	.....	...	...	17,432	...	...	2,447,341	...	...	395,297	...	...	...	...	...	...
		1905§		...	...	18,235	...	...	2,668,424	...	...	253,093	...	...	...	...	...	...
		1906§		...	...	37,280	...	...	2,878,231	...	...	248,224	...	...	...	...	...	...
		1907§		...	...	54,861	...	...	3,943,219	...	...	189,448	...	...	...	...	...	...
		1908¶		...	...	79,633	...	...	3,604,094	...	...	165,085	...	...	...	...	...	...

* This distance is by rail, the distance by sea is 637 miles.
† Reduced to Rs. 10·12 per ton from 15th November 1906.
‡ 12 miles from Steamer Ghat to Jorhat; 130 miles from Ledo to Moriani.
‖ Excluding the Bukhtiarpore-Behar, Thaton-Duyinzaik, Howrah-Amta, and Howrah-Sheakhala Light railways.
§ Excluding the Deoghur and Baraset-Basirhat and Shahdara (Delhi)-Saharanpur railways and the railways named in the remark.‖
¶ Excluding the Baraset-Basirhat, Bukhtiarpore-Behar, Howrah-Amta and Howrah-Sheakhala Light railways.

APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1908.

Years.	Quantity mined in each Province.												Quantity of Indian coal consumed by railways in India.	Quantity of Indian coal exported by sea.		Quantity of Foreign coal imported into India.	
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Baluchistan.	Rajputana (Bikaner).	Madras.	Burma.	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16) *	(17)	(18)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716	Information is not available.	500	778,643	40,659
1886.	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075		199	698,482	42,652
1887.	1,319,090	128,981	89,302	15,497	3,259	7,523	...	411	...	...	...	1,564,063	488,774		315	786,149	43,010
1888.	1,380,594	157,768	101,528	41,580	13,382	11,249	...	2,802	...	...	...	1,708,903	551,770		15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	...	8,238	...	...	...	1,946,172	715,240		39,972	717,024	52,180
1890.	1,626,215	137,022	145,708	77,842	125,486	40,677	...	15,541	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142		4,515	726,069	17,344
1892.	1,920,050	132,005	164,050	88,623	149,601	66,352	...	13,284	...	61	3,670	2,537,696	885,492		15,725	628,374	23,123
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	...	20,094	...	502	9,938	2,562,001	924,900		52,302	616,319	18,066
1894.	2,035,934	140,495	169,448	132,837	240,525	66,467	...	24,753	...	1,337	12,111	2,823,907	1,062,748	143,813	154,282	675,043	57,112
1895.	2,716,155	122,776	172,717	118,479	292,915	72,493	...	25,458	...	1,737	17,289	3,540,019	1,119,621	162,276	211,407	773,675	15,458
1896.	3,037,920	141,185	177,259	115,386	262,681	79,017	...	26,257	...	†1,000	22,999	3,863,698	1,182,051	389,842	191,030	524,420	93,212
1897.	3,142,497	131,629	185,533	124,778	365,550	92,792	...	12,043	...	...	11,472	4,066,294	1,328,120	731,742	399,979	210,257	47,016
1898.	3,622,090	149,709	200,329	134,726	394,622	85,862	...	13,372	511	...	6,975	4,608,196	1,418,241	737,689	490,290	297,076	34,209
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	406,451	112,064
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	...	23,281	9,250	...	10,228	6,118,692	1,858,061	1,030,709	711,874	91,710	43,939
1901.	5,487,585	191,516	254,100	164,362	421,218	67,730	...	24,656	12,094	...	12,466	6,635,727	1,956,631	1,157,892	845,953	112,519	79,108
1902.	6,259,236	196,981	221,096	171,538	455,424	55,373	1,060	33,889	16,503	...	13,302	7,424,402	2,091,992	974,602	728,316	198,574	20,773
1903.	6,361,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,306	7,438,386	2,203,889	1,235,318	723,873	133,711	30,429
1904.	7,063,680	139,027	266,765	185,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	896,885	176,705	77,169
1905.	7,234,103	147,265	277,065	157,701	454,294	62,622	...	41,725	42,964	...	...	8,417,739	2,663,424	1,635,263	1,141,680	147,760	50,024
1906.	8,617,820	92,848	285,490	170,292	467,924	73,119	...	42,164	32,372	...	1,222	9,783,251	2,878,281	1,830,793	1,394,732	199,215	27,150
1907.	9,993,348	134,088	295,795	178,588	414,221	60,749	...	42,488	28,062	...	...	11,147,339	3,343,219	1,865,056	1,040,242	227,176	74,412
1908.	11,559,911	213,789	275,224	155,107	444,211	54,794	...	45,212	21,297	‡90	...	12,769,635	3,604,094	2,124,642	1,045,695	173,474	211,840

* Up to 1893 the figures in this column are for official years and exclude exports to Burma Ports.
† Produced in the North-Western Provinces.
‡ Produced in the North-West Frontier Province.

APPEN

State collieries worked by Railway

Particulars.				Kurhurbaree and Serampore.		Ballarpur.		Mohpani.	
				1907.	1908.	1907.	1908.	1907.	1908.
(1)				(2)	(3)	(4)	(5)	(6)	(7)
Name of owner	...	...	...	East Indian railway.		State.		Great Indian Peninsula railway.	
Capital outlay	...	...	Rs.	27,34,082	28,83,307	5,81,524	6,75,625	8,02,223	8,07,839
Output. Large coal	...	...	Tons	513,792	550,823	...	...	36,768	43,034
Output. Small coal	...	...	Tons	29,387	39,878	...	...	...	...
Output. Slack coal	...	...	Tons	73,599	81,043	...	...	†4,564	†5,208
Output. Total	...	...	Tons	616,778	671,744	15,439	45,299	41,332	48,242
Quantity issued	...	...	Tons	617,095	666,831	13,154	45,299	40,855	45,351
Gross earnings	...	...	Rs.	§11,39,841	§12,45,426	65,879	2,10,950	2,21,051	2,60,044
Working expenses	...	...	Rs.	11,39,841	12,45,426	¶45,042	1,24,903	2,10,649	3,58,805
Net earnings or loss	...	...	Rs.	...	...	20,837	86,047	10,402	— 98,761
Percentage on capital	...	...	...	...	...	3·58	12·74	1·30	...
Average number of persons employed daily			...	6,149	5,934	329	456	979	1,227
Number of tons raised per person employed			...	100	222	47	99	42	39
Number of persons killed	...	...	...	1	9	...	...	...	1
Number of persons injured	...	...	...	21	7	...	1	...	4

DIX 29.

Companies or by the State.

DANDOT.		KHOST.		HARANPUR PRESSED FUEL FACTORY.		KHOST PRESSED FUEL FACTORY.		REMARKS.
1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
North State	Western railway.	North State	Western railway.	North State	Western railway.	North State	Western railway.	
2,04,646	2,47,970	3,31,078	3,09,299	69,050	63,871	27,752	27,752	*Kurhurbaree and Serampore collieries.*—The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
23,309	17,513	419	290	...	...	...	...	
...	...	*36	*25	...	...	...	...	
13,156	11,274	‡29,415	‡30,740	...	...	...	...	
36,465	28,787	29,870	31,055	‖6,015	‖5,268	‖12,462	‖15,350	
36,465	28,787	29,378	31,547	6,015	5,268	12,462	15,350	*Ballarpur colliery.*—The working of the colliery was started from the 1st April 1907.
2,73,961	2,19,383	2,47,032	2,84,792	69,172	60,582	1,50,503	1,85,047	*Mohpani colliery.*—The capital outlay is made up of the purchase money (£ 40,000) and the expenditure incurred from the date of purchase (1st July 1904).
2,82,942	2,54,991	2,87,766	3,19,263	75,121	68,682	1,36,747	1,77,991	*Khost colliery.*—The decrease in the capital outlay in 1908 was due chiefly to the amount written off for depreciation and credit for materials issued from the colliery reserve store account during the year.
—8,981	—35,608	—40,734	—34,471	—5,949	—8,100	13,756	7,056	
...	...	...	...	...	...	49·56	25·43	*Haranpur pressed fuel factory.*—The decrease in the capital outlay in 1908 was due entirely to the amount written off for depreciation.
1,078	902	706	715	11	11	24	24	*Khost pressed fuel factory.*—Purchased by the North Western State railway with effect from the 1st April 1907. The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
34	32	42	44	2	22	292	640	
...	¶	4	25	...	...	1	...	* Nut coal. † Splint coal. ‡ Mixed coal. § Coal issued to railway at cost price. ‖Pressed fuel. ¶ Excludes establishment charges charged to capital account.
4	5	2	4	...	...	...	...	

APPENDIX 30.

Accidents and casualties to trains on railways treated as one system during the calendar years 1907 and 1908.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, *i.e.*; serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (Figures in italics were not passengers.) Killed.		Injured.		Number of servants Killed.		Injured.		Total of all classes. Killed.		Injured.	
	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1. Collisions between passenger trains or parts of passenger trains	7	5	10	3	17	8	15	87	19	146	6	14	7	16	21	101	26	162
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	55	41	39	28	94	69	30 *1*	25	104 2	66	21	5	35	31	52	30	141	97
3. Collisions between goods trains or parts of goods trains	15	25	106	67	21	92	*3*	...	*1*	...	...	9	14	21	3	9	15	21
4. Collisions between light engines	6	6	39	44	45	50	...	...	...	...	1	1	12	12	1	1	12	12
5. Passenger trains or parts of passenger trains leaving the rails	73	113	84	91	157	204	...	2	4	9	3	1	7	8	3	3	11	17
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	53	45	526	472	579	517	...	...	...	...	2	3	2	12	2	3	2	12
7. Trains or engines travelling in the wrong direction through points	31	23	151	172	182	195	*1*	4	*6*	18 2	2	...	13	18	3	4	19	38
8. Trains running into stations or sidings at too high a speed	6	13	27	33	33	46	...	...	...	8	...	1	...	3	...	1	...	11
9. Trains running over cattle on the line	15	10	4,175	4,513	4,190	4,523	*1*	...	2	*1*	1	2	6	8	2	2	8	9
10. Trains running over obstructions on the line	47	53	180	187	227	240	7	5	2 *20*	3 *20*	...	2	7	6	7	7	29	29
11. Trains running through gates at level crossings	1	1	41	47	42	48	*1*	...	*4*	...	...	2	...	...	1	2	4	...
12. The bursting of boilers of engines	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
12 (*a*) The bursting of tubes, etc., of engines	3	...	313	368	316	368	...	...	...	...	...	...	2	...	...	...	2	...
Carried over	312	335	5,691	6,026	6,003	6,361	45 *14*	119 *5*	129 *35*	250 *23*	36	40	105	135	95	163	269	408

APPENDIX 30—*concluded.*

Accidents and casualties to trains on railways treated as one system during the calendar years 1907 and 1908—concld.

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act. IX of 1890, *i. e.*, serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS. (Figures in italics were not passengers.)				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.	1907.	1908.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Brought forward	312	335	5,691	6,026	6,003	6,361	45 *14*	118 *5*	129 *35*	250 *23*	36	40	105	135	95	163	269	408
13. The failure of machinery, springs, etc., of engines	7	4	891	1,035	898	1,039	...	...	...	...	...	...	2	...	...	...	2	...
14. The failure of tyres	1	3	8	9	9	12	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	2	2	17	9	19	11	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	10	11	93	70	103	81	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	1	5	8	7	9	12	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	34	32	375	414	409	446	...	...	...	10	...	1	...	3	...	1	...	13
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	1	3	2	4	3	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	3	3	282	245	285	248	...	...	...	1	...	...	...	...	...	...	...	1
21. The flooding of portions of permanent-way	25	22	104	154	129	176	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	7	8	59	33	66	41	...	...	...	...	...	...	...	1	...	...	...	1
23. Fire in trains	10	13	224	255	234	268	...	3	2	11	...	...	1	7	...	3	3	18
24. Fire at stations, or involving injury to bridges or viaducts	7	7	68	106	75	113	*1*	*1*	*1*	*3*	1	...	...	4	2	1	1	7
25. Other accidents	46	58	755	942	801	1,000	*1*	*4*	19 *5*	12 *3*	3	2	12	25	4	6	36	40
TOTAL	466	504	8,578	9,307	9,044	9,811	45 *16*	121 *10*	150 *41*	284 *29*	40	43	120	175	101	174	311	488

APPEN

Numerical return of servants of all races employed on each railway system (open lines only) and

Number.		Railway system. (*Vide* Appendix 38.)	Number of servants employed.							
			Europeans.		Eurasians.		Natives.		Total.	
Main head.	Sub-head.		1907. Revised.	1908.	1907. Revised.	1908.	1907. Revised.	1908.	1907. Revised.	1908.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	509	555	774	700	28,767	29,775	30,050	31,030
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	256	255	187	217	17,447	18,140	17,890	18,612
3	...	Eastern Bengal State	400	414	648	542	34,923	35,852	35,971	36,808
4	...	East Indian	1,625	1,641	1,174	1,259	86,070	90,100	88,869	93,000
5	...	Great Indian Peninsula	1,218	1,232	1,015	1,033	73,738	69,379	75,971	71,644
...	...	Madras	320	...	1,754	...	28,001	...	30,075	...
6	...	Madras and Southern Mahratta	...	332	...	1,997	...	39,965	...	42,294
7	...	Nizam's Guaranteed State	95	102	388	385	8,073	8,427	8,556	8,914
8	...	North Western State	1,022	1,211	794	694	70,827	73,128	72,643	75,033
9	...	Oudh and Rohilkhand State	346	325	353	350	23,835	22,444	24,534	23,119
10	...	South Indian	...	208	...	1,050	...	21,177	...	22,435
11	...	Assam-Bengal	91	100	207	210	8,494	8,154	8,792	8,464
12	...	Bengal and North-Western	194	180	234	231	24,930	24,122	25,358	24,533
13	...	Bengal Dooars	4	6	4	3	1,164	1,011	1,172	1,020
14	...	Bhavnagar-Gondal-Junagad-Porbandar	8	8	29	31	2,872	2,890	2,909	2,929
15	...	Burma	167	175	656	648	16,477	18,958	17,300	19,781
16	...	Deoghur	...	...	1	1	64	65	65	66
17	...	Dibru-Sadiya	9	8	...	...	1,130	1,236	1,139	1,244
18	...	Jodhpur-Bikaner	12	13	5	6	4,106	4,129	4,123	4,148
19	...	Morvi	1	...	3	2	405	435	409	437
2	(*h*) to (*n*)	Rajputana-Malwa	499	503	516	528	29,508	29,828	30,523	30,859
20	...	Rohilkund and Kumaon	33	38	27	28	4,326	4,683	4,386	4,749
...	...	South Indian	169	...	717	...	15,224	...	16,110	...
...	...	Southern Mahratta	173	...	468	...	15,912	...	16,553	...
21	...	Udaipur-Chitor	2	2	...	...	366	366	368	368
22	...	Baraset-Basirhat Light	...	...	1	1	160	152	161	153
23	...	Barsi Light	2	3	12	23	519	520	533	546
24	...	Bukhtiarpore-Behar Light	1	1	...	...	123	124	124	125
25	...	Cutch	1	1	...	...	55	148	56	149
27	...	Dholpur-Bari	...	1	...	...	...	152	...	153
29	...	Shahdara (Delhi)-Saharanpur	1	4	3	...	385	765	389	769
30	...	Tarakeshwar-Magra Light	...	...	1	1	232	243	233	244
31	...	Tezpore-Balipara Light	2	2	2	...	205	182	209	184
32	...	Darjeeling-Himalayan	20	18	8	8	838	867	866	893
33	...	Howrah-Amta Light	5	5	3	3	487	520	495	528
34	...	Howrah-Sheakhala Light	...	...	...	...	98	99	98	99
35	...	Jorhat	1	1	...	...	222	252	223	253
		Total	7,186	7,344	9,984	9,951	499,983	508,288	517,153	525,583

DIX 31.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1908.

Amount deposited in Provident Fund.						Remarks.
Number of depositors.		Amount at credit on the 31st December 1908.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
(12)	(13)	(14)	15)	(16)	(17)	(18)
		Rs.	Rs.	Rs.	Rs.	
396	5,092	2,05,170	16,03,023	12,82,379	30,90,572	
2	3,416	27,498	23,78,048	14,90,834	38,96,380	Excludes the Provident Fund transactions of the Godhra-Rutlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
220	7,428	37,779	17,88,000	15,36,000	33,61,779	
7,453	13,311	...	...	...	1,52,36,414	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
1	9,272	450	1,24,25,684	...	1,24,26,134	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
...	...	...	...	...	...	
26	10,057	53,847	34,07,734	22,39,757	57,01,338	
...	1,572	...	7,10,321	6,53,892	13,64,213	
505	11,740	1,16,960	42,53,013	37,99,415	81,69,388	
159	3,666	39,996	12,58,017	10,81,938	23,79,951	
44	4,579	42,112	16,49,606	8,23,704	25,15,422	
...	1,492	...	3,78,385	2,37,112	6,15,497	
9	2,661	82,034	10,51,410	9,94,970	21,28,414	
1	116	50	37,897	29,967	67,914	
194	506	41,239	2,59,480	1,95,520	4,96,239	
...	3,557	...	12,18,653	9,63,845	21,82,498	
...	...	...	...	...	...	
...	...	...	...	...	...	
40	480	7,152	1,20,036	1,09,688	2,36,876	
1	95	63	19,944	2,310	22,317	
447	4,669	1,13,623	21,46,557	19,76,405	42,36,585	
4	670	866	2,06,943	1,68,199	3,76,008	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	40	...	9,893	5,655	15,548	
...	20	...	1,847	2,571	4,418	
...	...	...	...	...	...	
...	17	...	1,950	2,120	4,070	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	69	...	4,726	2,819	7,545	
...	73	...	3,996	865	4,861	
...	...	...	...	...	...	
...	150	...	1,20,648	1,40,619	2,61,267	
...	82	...	18,386	10,444	28,830	
...	27	...	3,393	2,877	6,270	
10	34	1,233	8,591	4,619	14,416	
9,512	84,891	7,70,072	3,50,86,184	1,77,58,524	6,88,51,194	

APPENDIX 32.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1908.

Number.		Corps.	Enrolled strength.					Total number of European and Eurasian servants on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including servants on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	33	150	895	16	1,094	1,255	10	
2	(*a*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	20	60	439	6	525	472	4	
3	...	Eastern Bengal State	29	85	703	17	834	956	5	
4	...	East Indian	71	234	2,062	27	2,394	2,900	18	
5	...	Great Indian Peninsula— *First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles*	51	177	1,319	9	1,556	2,265	12	
6	...	Madras and Southern Mahratta— *Madras Railway Volunteer Rifles* ...	29	128	1,240	16	1,413	2,329	10	
		Southern Mahratta Railway Volunteer Rifles	19	124	517	12	672		8	
7	...	Nizam's Guaranteed State— *Hyderabad Volunteer Rifles* ...	12	25	166	4	207	487	2	
8	...	North Western State	43	134	1,154	40	1,371	1,905	12	
9	...	Oudh and Rohilkhand State— *Oudh and Rohilkhand Railway Volunteer Rifles*	18	68	570	4	660	675	3	
		Oudh Light Horse	2	...	1	...	3		...	
10	...	South Indian	34	89	694	38	855	1,258	8	
11	...	Assam-Bengal...	20	36	229	...	285	310	3	
12	...	Bengal and North-Western— *Bengal and North-Western Railway Volunteer Rifles*	16	58	279	3	356	411	5	
		United Provinces Light Horse, Gorakhpur Squadron	2	7	38	1	48		1	
14	...	Bhavnagar-Gondal-Junagad-Porbandar— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company*	3	7	18	...	28	39	1	
15	...	Burma	31	41	680	...	752	823	8	
19	...	Morvi— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* ...	...	...	1	...	1	2	...	
2	(*h*) to (*n*)	Rajputana-Malwa— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	30	120	649	4	803	1,031	11	
20	...	Rohilkund and Kumaon— *Bengal and North-Western Railway Volunteer Rifles*	2	4	25	2	33	66	1	
21	...	Udaipur-Chitor— *Bombay, Baroda and Central India Railway Volunteer Rifles* ...	1	1	...	...	2	2	...	
29	...	Shahdara (Delhi)-Saharanpur— *North Western Railway Volunteer Rifles*	...	...	2	...	2	4	...	
30	...	Tarakeshwar-Magra— *East Indian Railway Volunteer Rifles*	...	...	1	...	1	1	...	
32	...	Darjeeling-Himalayan— *Northern Bengal Mounted Rifles, "A" and "B" Troops* ...	1	2	13	...	16	26	...	
		Total ...	467	1,550	11,695	199	13,911	17,217	122	

APPENDIX 33.

Strength and cost of the Police force on each railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged, for the calendar year 1908.

Number.		Railway system. (*Vide* Appendix 38.)	Subordinate officers.	Constables and men.	Portion of the total annual cost borne by the Railway.				Cost of force to the railway per mile open.	Compensation payments on account of claims for goods lost or damaged	Remarks.
Main head.	Sub-head.				Supervision.	Constables and men.	Contingencies.	Total cost of force to the railway.			
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur . . .	28	872	35,737	67,591	6,770	1,10,098	46·69	95,429	
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	76	756	25,220	86,591	8,501	1,14,312	100·49	84,964	
3	...	Eastern Bengal State . .	103	1,299	780	1,10,316	875	1,11,971	82·21	2,44,869	
4	...	East Indian	95	2,433	91,983	1,91,267	53,733	3,36,983	136·04	2,40,015	
5	(*a*) to (*g*).	Great Indian Peninsula . .	34	1,384	73,865	1,30,133	21,904	2,25,902	79·12	2,73,929	
6	...	Madras and Southern Mahratta	29	1,304	37,085	2,01,683	22,453	2,61,221	84·57	42,213	
7	...	Nizam's Guaranteed State .	10	401	20,627	54,640	2,937	78,204	105·42	3,265	
8	...	North Western State . . .	...	1,696	...	2,04,458	3,698	2,08,156	47·06	4,93,910	
9	...	Oudh and Rohilkhand State .	15	683	3,901	60,446	3,152	67,499	50·57	94,463	
10	...	South Indian	...	411	...	1,36,659	...	1,36,659	80·62	10,181	
11	...	Assam-Bengal	12	340	20,242	22,808	4,809	47,959	62·22	17,702	
12	...	Bengal and North-Western .	20	698	3,208	77,855	1,863	82,926	46·29	34,817	
13	...	Bengal Dooars	...	10	...	1,069	1	1,070	7·00	406	
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	35	119	20,748	14,235	8,406	43,389	94·49	43	
15	...	Burma	144	469	56,085	65,812	21,604	1,43,501	93·97	20,855	
18	...	Jodhpur-Bikaner . . .	3	42	2,034	4,873	202	7,109	8·53	9,580	
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa . . .	149	1,285	49,792	1,03,126	6,795	1,59,713	75·26	91,517	
19	...	Morvi	6	14	2,296	1,732	1,396	5,424	58·43	680	
20	...	Rohilkund and Kumaon .	15	208	1,026	16,886	1,560	19,472	44·22	3,087	
22	...	Baraset-Basirhat Light . .	...	2	...	568	...	568	21·85	...	
23	...	Barsi Light	1	13	305	1,415	203	1,923	24·50	455	
5	(*h*)	Gwalior Light	1	37	240	3,176	258	3,654	19·56	...	
5	(*i*)	Matheran Light	...	2	...	147	...	147	16·80	...	

APPENDIX 34.

Transactions of the Fine Funds for the calendar year 1908.

Number.		Railway system. (*Vide* Appendix 38.)	Assets.				Disbursements.						Balance on 31st December 1908.
Main head.	Sub-head.		Balance on 31st December 1907. (*Revised.*)	Fines and bonus forfeited during 1908.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	38,214	18,812	1,229	58,255	...	...	5,154	3,869	9,467	18,490	39,765
2	(*a*) (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	3,377	9,204	...	12,581	210	2,419	360	1,920	5,805	10,714	1,867
3	...	Eastern Bengal State	9,673	14,487	354	24,514	...	30	4,875	6,495	1,800	13,200	11,314
4	...	East Indian	79,801	22,694	2,903	1,05,398	...	169	2,779	7,054	11,310	21,312	84,086
5	...	Great Indian Peninsula	12,603	14,412	601	27,616	...	5,095	1,327	3,356	2,004	11,782	15,834
6	...	Madras and Southern Mahratta	10,172	14,585	1,899	26,656	...	2,284	1,589	810	11,452	16,135	10,521
7	...	Nizam's Guaranteed State	12,432	2,824	541	15,797	...	...	...	175	613	788	15,009
8	...	North Western State	18,325	29,016	491	47,832	110	243	4,122	10,727	5,861	21,063	26,769
9	...	Oudh and Rohilkhand State	17,908	7,269	413	25,590	...	240	1,414	1,060	5,113	7,827	17,763
10	...	South Indian	1,58,547	29,168	5,002	1,92,717	...	1,413	447	3,425	26,464	31,749	1,60,968
11	...	Assam-Bengal	10,994	7,558	...	18,552	...	1,360	1,399	1,582	2,879	7,220	11,332
12	...	Bengal and North-Western	1,15,083	16,376	3,434	1,34,893	...	398	1,827	5,548	3,276	11,049	1,23,844
13	...	Bengal Docars	1,461	714	42	2,217	...	...	...	377	...	377	1,840
14	...	Bhavnagar-Gondal-Junagad-Porbandar	5,805	991	181	6,977	182	...	...	101	915	1,198	5,779
15	...	Burma	10,043	20,602	...	30,645	...	...	3,071	7,176	19,912	30,159	486
18	...	Jodhpur-Bikaner	10,040	2,317	...	12,357	180	...	389	1,960	28	2,557	9,800
19	...	Morvi	1,441	93	...	1,534	...	161	...	...	...	161	1,373
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa	28,394	14,249	598	43,241	100	1,993	5,482	...	18,055	25,630	17,611
20	...	Rohilkund and Kumaon	35,160	3,548	1,592	40,300	...	150	...	1,095	...	1,245	39,055
21	...	Udaipur-Chitor	450	88	...	538	...	...	...	...	4	4	534
22	...	Baraset-Basirhat Light	...	114	...	114	...	...	...	...	114	114	...
24	...	Bukhtiarpore-Behar Light	...	53	...	53	...	...	...	...	53	53	...
27	...	Dholpur-Bari	...	4	...	4	...	...	...	...	...	...	4
29	...	Shahdara (Delhi)-Saharanpur	...	275	...	275	...	...	...	...	...	...	275
30	...	Tarakeshwar-Magra Light	...	11	...	11	11	...	...	...	...	11	...
31	...	Tezpore-Balipara Light	22	67	...	89	...	...	61	...	...	61	28
32	...	Darjeeling-Himalayan	138	192	...	330	...	...	...	100	2	102	228
33	...	Howrah-Amta Light	...	388	...	388	...	...	...	...	388	388	...
34	...	Howrah-Sheakhala Light	...	42	...	42	...	...	...	...	42	42	...
35	...	Jorhat	373	107	11	491	...	...	...	...	66	66	425

APPENDIX 35.

Railway and Railway aided schools at the close of the calendar year 1908.

Number (Main head.)	Number (Sub-head.)	Railway system. (*Vide* Appendix 38.)	RAILWAY SCHOOLS.										Expenditure.	RAILWAY AIDED SCHOOLS.					Remarks.
			Number of schools.	Attendance.				Contributions.						Number of schools.	Average daily attendance.		Railway grant.		
				Children.		Apprentices and workmen.		By Government.	By Railway.		By school fees.	Total.			Children.	Apprentices and workmen.	From Revenue.	From Fine Fund.	
				Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.		From Revenue.	From Fine Fund.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	
1	...	B. N. European	10	377	280	...	...	5,365	3,700	1,422	7,610	18,097	21,361	4	163	...	900	180	
		B. N. Native	6	499	410	57	25	3,402	2,120	3,552	2,251	11,325	9,683	...	...	...	...	...	
2	(a) to (g) & (o) & (p)	B., B. & C. I. European	3	75	59	2	1	1,265	2,163	360	2,039	5,827	6,276	29	75	...	3,485	...	
3	...	E. B.S. European	1	...	...	7	6	...	1,667	...	...	1,667	1,667	4	334	...	2,760	3,010	
		E. B.S. Native	5	85	71	169	58	...	804	...	...	804	804	12	547	...	1,545	1,865	
4	...	E.I. European	22	886	775	88	74	18,666	31,493	...	1,01,482	1,51,641	1,45,831	8	378	...	2,886	...	
		E.I. Native	71	3,946	2,905	2,703	1,355	3,773	4,624	2,627	12,936	23,960	22,193	1	267	...	...	152	
5	(a) & (b)	G. I. P. European	5	248	189	...	...	3,559	18,863	675	2,567	25,664	25,664	16	330	...	5,195	500	
		G. I. P. Native	...	...	...	...	...	...	...	...	...	...	...	5	183	...	919	...	
5	(c) to (g)	I. M. European	2	95	63	...	...	1,504	8,725	152	1,197	11,578	11,578	2	4	...	107	...	
6	(a) & (b)	M.& S.M. European	7	302	247	...	...	9,386	16,413	502	3,235	29,536	30,828	10	171	...	4,208	...	
7	(a) & (b)	N. G. S. European	1	35	28	...	...	...	600	...	207	807	608	...	...	...	...	...	
		N. G. S. Native	...	...	...	...	...	...	...	...	...	...	...	1	43	...	120	...	
8	...	N. W. European	2	65	48	29	24	2,816	3,195	405	699	7,115	7,409	19	413	...	16,078	2,04[*]	[*] In addition to these grants from the Fine Fund, the North Western State railway also contributed from the same Fund Rs. 1,174 for the "Oakgrove School" at Mussooria and Rs. 32 to the Cathedral Orphanage, Lahore.
		N. W. Native	26	104	90	2,996	516	...	6,841	77	351	7,269	5,456	4	182	4	3,100	393	
9	...	O. & R. European	5	75	63	50	43	1,106	2,756	1,414	1,111	6,387	5,276	19	70	...	8,513	...	
		O. & R. Native	4	...	...	78	37	...	598	...	...	598	598	4	158	...	1,281	...	
10	(a)	S. I. European	2	80	57	...	...	1,370	5,005	...	700	7,075	5,005	...	...	...	...	...	
11	...	A. B. European	1	17	15	...	...	...	...	720	...	720	694	...	...	...	...	...	
		A. B. Native	...	...	...	...	...	...	...	...	...	...	...	2	22	...	...	679	
12	...	B. & N. W. European	3	91	75	...	...	1,831	1,800	1,827	1,474	6,932	6,632	...	...	...	...	...	
		B. & N. W. Native	...	...	...	...	...	...	...	...	...	...	...	2	46	...	324	...	
13	...	B. D. Native	...	...	...	...	...	...	...	...	...	...	...	1	30	...	300	...	
14	...	B. G.J. P. European	1	15	12	...	...	...	1,150	...	318	1,468	1,342	...	...	...	...	...	
		B. G.J. P. Native	2	73	54	...	...	...	680	...	202	882	926	...	...	...	...	...	
15	...	B. European	3	95	73	17	14	2,752	953	761	2,240	5,906	5,234	20	52	...	582	582	
		B. Native	2	159	128	16	15	3,113	591	1,371	2,799	7,874	6,424	17	45	...	357	357	
17	...	D. S. Native	1	61	49	...	...	...	345	...	506	851	1,385	...	...	...	...	...	
18	...	J. B. Native	1	19	12	...	...	...	...	389	...	389	389	...	...	...	...	...	
7	(c)	H. G V. European	3	102	69	...	...	...	2,580	...	745	3,325	2,633	3	191	...	510	...	
		H. G V. Native	1	47	31	3	1	...	1,020	...	123	1,143	987	8	566	...	808	...	
6	(c) to (k)	M.& S.M. M. European	11	382	314	3	3	1,471	7,315	260	2,533	11,579	10,980	7	267	...	...	230	
		M.& S.M. M. Native	6	145	97	100	38	303	1,170	446	429	2,348	2,115	3	222	...	360	151	
2	(h) to (n)	R. M. European	7	150	108	98	84	3,069	3,750	4,095	3,430	14,394	12,980	1	19	...	180	...	
		R. M. Native	5	285	226	78	70	960	662	1,387	2,013	5,022	4,927	1	43	...	281	...	
10	(b) to (k)	S. I. European	5	192	133	19	16	1,040	6,810	447	895	9,192	7,257	...	...	...	...	...	
31	...	T. B. Native	1	14	6	...	...	...	...	61	...	61	61	...	...	...	...	...	The school was closed from September 1908.
		Total ...	235	8,719	6,687	6,513	2,380	66,751	1,37,593	22,950	1,54,142	3,81,436	3,65,153	203	4,821	4	54,799	10,140	

APPENDIX 38.

History of open lines of railway and of lines under construction or sanctioned for construction on the 31st December 1908.

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APPENDIX 38.

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 1}}{\text{sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—R. MILLER, ESQ.

Offices—132, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bengal-Nagpur railway (5′ 6″ gauge)	1,461·15	324·50	1,785·65
(a) East Coast State railway, Northern section (5′ 6″ gauge)	312·42	...	312·42
(b) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)	147·57	69·83	217·40
(c) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	250·10	34·83	284·93
(d) Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(e) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(f) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	72·68	...	72·68
(g) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
Total	2,357·89	429·16	2,787·05

Running powers—

	Miles.
Home line over Foreign lines :—	
At Katni, East Indian railway } for passenger and goods trains	0·30
At Asansol and Katrasgarh, East Indian Railway } for passenger and goods trains	1·16
At Howrah, East Indian Railway, for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway } for passenger and goods trains.	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway, (5′ 6″ gauge) } for passenger and goods trains.	4·97
Total	8·08
Foreign line over Home line :—	
Great Indian Peninsula railway at Katni, for passenger trains only	1·60

1 (a) Bengal-Nagpur railway (5′ 6″ gauge)—

Details of construction—

The open mileage of the Bengal-Nagpur railway, 5′ 6″ gauge, amounts to 1,773·57 miles, which may be divided into (*1*) *Bengal-Nagpur railway proper*, main line (Asansol to Nagpur), 627 miles, branches, 834·15 miles; and (*2*) *Northern section of the late East Coast State railway*, main line (Barang to Waltair), 285·56 miles, branch, 26·86 miles. Of this 72·21 miles are double line.

Besides the above, 324·50 miles were under construction or sanctioned for construction, 15·20 miles of which, from Bobbili to Parvatipuram, have, since the close of the year, been opened to traffic.

The construction of the first portion of the main line, Asansol to Nagpur, was sanctioned in 1884 and the main line was opened through in 1891. The Sini-Howrah section was opened in 1900. The Kamptee-Ramtek branch was opened in 1908.

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction.

Terms of contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

Contracts of—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2′ 6″ gauge) feeder line with a branch to Rajim; an extension (5′ 6″ gauge) from Sini *vid* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jharia coal-fields; a line (2′ 6″ gauge) from Gondia to Jubbulpore with branches from Nainpur to Mandla and Nainpur to Chhindwara; and for the working of the Northern section of the late East Coast State railway as part of the undertaking.

The general conditions of the contracts are as follows :—

Government aid.—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of contracts.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contracts:—

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the principal contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section of the late East Coast State railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses—which may include any single item of capital expenditure classed as a 'Minor work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Railway Board subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast State railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras and Southern Mahratta Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras and Southern Mahratta railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

Statistics of working—[Includes the Northern section of the late East Coast State railway, the Jubbulpore-Gondia Extension, the Gondia-Chanda railway, the Purulia-Ranchi and the Raipur-Dhamtari branches.]

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888	224·50	5,23,92,291	15,83,293	5,17,461	0·99	23,62,947	...	—18,45,486	169	67·32
1889	348·18	7,08,75,456	20,40,944	4,03,160	0·57	29,96,364	...	—25,93,204	131	80·25
1890	586·01	8,14,66,762	28,64,578	5,47,463	0·67	33,88,852	...	—28 41,389	101	80·89
1891	831·58	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223	129	50·81
1892	831·58	9,56,14,736	60,83,562	30,08,166	3·15	39,05,345	...	—8,97,179	141	50·55
1893	862·33	9,80,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374	144	49·17
1894	860·88	9,81,73,789	66,90,648	32,58,414	3·32	45,83,993	...	—13,25,579	149	51·30
1895	860·88	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	—13,15,356	153	48·49
1896	860·88	11,05,30,319	63,68,525	29,27,869	2·65	48,27,504	...	—18,99,635	142	54·03
1897	860·88	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681	138	51·94
1898	1,067·41	14,67,03,520	68,79,193	33,63,854	2·29	54,23,186	...	—20,59,332	143	51·10
1899	1,190·16	16,65,90,365	90,73,460	47,21,814	2·83	59,75,853		—12,54,039	152	47·96
1900	1,284·35	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	2,24,836	+ 9,97,577	205	40·56
1901	1,609·22	21,28,65,061	1,30,77,769	61,48,648	2·89	79,88,163	...	—18,39,515	156	52·98
1902	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	—16,06,569	170	51·21
1903	1,815·65	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	—19,20,876	168	54·69
1904	1,965·68	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	...	+ 45,702	190	49·31
1905	1,980·47	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,318	6,73,547	+26,98,187	239	45·22
1906	1,996·50	28,49,48,582	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,69,268	+30,40,205	259	47·49
1907	2,113·35	30,91,80,534	2,89,80,537	1,48,46,149	4·80	1,08,35,545	8,97,464	+31,13,140	272	48·77
1908	2,360·86	32,39,57,888	2,71,55,960	1,14,06,971	3·52	1,11,96,519	...	+ 2,10,452	227	57·99

N. B.—Statistics for the periods prior to 1888 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (g)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open section of this railway, from Gondia *via* Nagbhir to Itwari, is 147·57 miles in length. It was sanctioned in 1904 and opened in 1908.

In addition to the above 69·83 miles were under construction or sanctioned for construction.

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	147·57	80,35,471	28,957	12,244	0·15	4	57·72

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open mileage of the Jubbulpore-Gondia Extension amounts to 250·10 miles, which may be divided into main line (Jubbulpore to Gondia), 140·94 miles, and branches, 109·16 miles. Besides these 26·40 miles (Mandla branch) which were under construction have, since the close of the year, been opened and work on 8·43 miles was held in abeyance. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76·95	85,92,012	45,867	20,527	0·24	16	54·69
1904	213·77	1,05,77,313	2,41,318	64,293	0 61	29	73·36
1905	228·77	1,24,70,065	5,09,764	1,27,463	1·02	44	74·99
1906	245·05	1,32,28,634	7,59,895	2,44,105	1·85	60	67·88
1907	250·10	1,34,59,935	10,02,418	3,65,276	2 71	77	63·56
1908	250·10	1,55,92,333	10,62,843	3,02,653	1·94	82	71·52

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*d*) Mourbhanj railway (2′ 6″ gauge)—

Details of construction—

This railway is 32·41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·41	6,29,160	31,494	9,444	1·50	20	70·01
1906	32·41	6,76,547	44,825	21,888	3·24	27	51·17
1907	22·41	7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,683	3·98	30	43·62

1 (*e*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Details of construction—

This railway is 24·62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	24·68	7,10,974	17,425	—14,812	...	14	185·00
1903	24·62	7,10,974	16,633	—9,267	...	13	155·71
1904	24·62	7,10,974	20,675	—1,301	...	16	106·29
1905	24·62	7,12,466	27,181	+4,479	0·63	21	83·52
1906	24·62	7,12,466	21,494	—9,702	...	17	145·14
1907	24·62	7,12,602	25,440	—5,877	...	20	123·10
1908	24·62	7,13,374	26,365	+837	0·12	21	96·82

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*concld.***

1 (*f*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open mileage of the line is 72·68 miles. It was sanctioned in 1905 and opened in 1907.

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted with stone and gravel.

Fencing.—Only the important level crossings have posts and chains padlocked.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72·45	34,48,245	54,108	43,404	1·26	112	19·78
1908	72·68	41,71,748	3,43,434	2,27,302	5·45	91	33·81

1 (*g*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

This branch is 56·94 miles in length and consists of the main line (Raipur to Dhamtari), 45·74 miles, and the branch (Abhanpur to Rajim), 11·20 miles. It was sanctioned in 1897 and opened in 1900.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	56·24	13,69,838	72,339	20,163	1·47	25	72·13
1902	56·24	13,85,968	62,736	14,263	1·03	21	77·27
1903	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906	56·94	14,19,283	1,16,088	57,608	4·06	39	50·38
1907	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908	56·94	14,18,139	1,16,387	46,940	3·31	39	59·67

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**

Chairman—COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.

Secretary—C. CROMMELIN, ESQ.

Offices.—Gloucester House, Bishopsgate Street without, London, E.C.

Lines comprised in the system—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bombay, Baroda and Central India railway {(5′ 6″ gauge) 465·12 / (3′ 3⅜″ gauge) 39·23}	504·35	...	504·35
(*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)	141·14	...	141·14
(*c*) Nagda-Muttra railway (5′ 6″ gauge)	136·63	203·84	340·47
(*d*) Nagda-Ujjain railway (5′ 6″ gauge)	34·32	...	34·32
(*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)	21·50	...	21·50
(*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)	12·30	...	12·30
(*g*) Tapti Valley railway (5′ 6″ gauge)	155·48	...	155·48
(*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)	33·50	...	33·50
(*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)	54·70	...	54·70
(*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)	130·21	7·73	137·94
(*k*) Jaipur railway (3′ 3⅜″ gauge)	72·84	...	72·84
(*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)	17·28	...	17·28
(*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)	1,777·40	...	1,777·40
(*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)	41·37	...	41·37
(*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	94·48	...	94·48
(*p*) Rajpipla railway (2′ 6″ gauge)	37·37	...	37·37
(*q*) *Kosamba-Zankavav railway (2′ 6″ gauge)*	...	26·44	26·44
Total	3,264·87	238·01	3,502·88

Running powers—

Home line over foreign line —

	Miles.
Dadar Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4·39

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dadar Junction to Colaba (for goods trains only)	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total	11·38

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage amounts to 504·35 miles, which may be divided into 389·35 miles of main line and 115 miles of branches. 251·90 miles are double line.

First sanction to the construction of the main line [Bombay (Colaba) to Wadhwan] was accorded in 1856 and the line was opened throughout in 1872.

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41¼-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Patri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80 ; on the Patri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contracts—

The railway is worked under the following contracts :—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

15th October 1908 (between the Secretary of State and the Company) relating to the raising of Capital by the issue of debentures or debenture stock.

The general conditions of the contracts are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the share and stock capital of £2,000,000 of the new Company. All capital moneys required for the purposes of the Bombay, Baroda and Central India railway, and of the Rajputana-Malwa railway, so long as it shall form part of the undertaking, to be either provided by Government at such rate of interest as will from time to time be agreed upon or raised by the Company by the issue of further capital stock or of debentures or debenture stock on such terms as to interest as will be determined by Government.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of purchase.—The line was purchased from the Bombay, Baroda and Central India Guaranteed Railway Company by the Secretary of State on the 31st December 1905, when all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily with effect from the 1st January 1906, under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract which was executed on the 8th April 1907. The purchase price was fixed at the sum of £11,685,581 and the Secretary of State agreed to create and issue to the Company on the 31st December 1905 India 3 per cent. stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000.

Method of raising capital.—Under the contract of 15th October 1908, the Secretary of State has agreed to authorize the Company to raise capital required from time to time by the issue of debentures or debenture stock.

Currency of contract.—The contract may be determined by either party on the 31st December 1930 or on the 31st December in any succeeding fifth year by giving to the other party in England twelve calendar months' notice in writing of this intention.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, *i.e.*, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, there will be deducted—

(*i*) the working expenses of the undertaking which may include any single item of capital expenditure classed as a 'New minor work' which is not to exceed the limits laid down for each line subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) the amount by which the gross earnings of the subsidiary lines forming part of the undertaking exceed the sums payable to the Company in respect of the working of the subsidiary lines;

(*iii*) rebate payable to the Tapti Valley, Ahmedabad-Parantij and Ahmedabad-Dholka railways;

(*iv*) payment to the Secretary of State of a sum of Rs. 2,00,00,000 per annum;

(*v*) payment to the Secretary of State of the interest payable on any capital stock or debenture stock created and issued after the 31st December 1905 in excess of £2,000,000 and interest on amounts provided by the Secretary of State for capital expenditure on the Bombay, Baroda and Central India and the Rajputana-Malwa railways after the 31st December 1905.

If the net earnings of the undertaking for any calendar year exceed the payments as detailed above for the same period, the surplus arising from such excess is to be applied in payment of surplus profits to the Company in the following proportions :—

One-tenth part of the total surplus, provided that if the $\frac{1}{10}$th part of the total surplus exceeds in any year $\frac{1}{2}$ per cent. on the average amount of the capital stock of the Company in existence during the year then the share of the Company in such surplus will be $\frac{1}{10}$th part of so much surplus as will be required to make the Company's $\frac{1}{10}$th share thereof $\frac{1}{2}$ per cent. on the average amount of the capital stock and $\frac{1}{5}$th part of the residue of the surplus. The Secretary of State will be entitled to so much of the surplus as will not belong to the Company.

In the event of the Rajputana-Malwa railway ceasing to form part of the undertaking the amount to be paid to the Secretary of State under (*iv*) above shall be reduced from Rs. 2,00,00,000 to Rs. 70,00,000 per annum.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company will be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)*	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 .	504·35	12,63,16,478	1,99,81,754	1,05,39,688	8·34	72,58,353	3,95,833	+28,85,502	809	47·27
1907 .	504·35	12,96,92,431	2,10,78,442	1,18,80,851	9·16	71,98,558	4,52,599	+42,29,694	852	43·48
1908 .	504·35	13,48,94,409	2,04,49,999	97,63,713	7·24	72,93,726	1,50,000	+23,19,987	780	52·25

N.B.—Statistics for the periods prior to 1906 will be found in the Report for 1907.

* Includes State outlay on Patri branch, *viz.*, Rs 8,08,405.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—

Details of construction—

This railway is 141·14 miles long. Its construction was sanctioned in 1890 and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.

Ballast.—The line is ballasted throughout with broken stone and gravel.

Fencing.—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jekot.

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions embodied in the contract of the 8th April 1907 between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

Included with the Rajputana-Malwa railway, 2 (*m*).

2 (*c*) Nagda-Muttra railway (5′ 6″ gauge)—

This railway is being constructed by the State, and worked provisionally by the Bombay, Baroda and Central India Railway Company.

Details of construction—

The present open mileage from Nagda to Kotah City amounts to 136·63 miles; the sanction to its construction was given in 1905 and it was opened to Morak in 1907 and to Kotah City in 1908. The section from Kotah City to Muttra, 203·84 miles, is under construction.

Permanent-way.—The permanent-way consists of 87-lb. and 90-lb. flat-footed steel rails and sâl, deodar and Australian wood sleepers.

Ballast.—Broken stone.

Fencing.—The line is not yet fenced.

Curves.—The sharpest curve is of 1,275 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The open sections of the line are being worked by the Bombay, Baroda and Central India Railway Company, on the basis of actual charges incurred under the different abstracts. This provisional arrangement will hold good until the line is opened throughout.

Statistics of working—

Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907 . .	101·00	2,76,57,016	70,180	7,610	0·03	8,09,524	—8,01,914	29	89·16
1908 . .	136·63	3,43,41,804	2,96,751	—37,397	...	10,64,042	—11,01,439	42	112·60

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 34·32 miles long. Its construction was sanctioned in 1894, and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following:—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Gwalior State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.

Rates and fares.—Conform generally to those in force on the Godhra-Rutlam-Nagda railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	34·32	22,34,346	1,47,175	77,732	3·48	82	47·18
1900	34·32	22,29,753	2,51,783	1,20,956	5·42	141	51·96
1901	34·32	22,31,982	1,12,366	67,208	3·01	63	40·19
1902	34·32	22,39,663	1,57,211	85,851	3·83	88	45·39
1903	34·32	22,41,231	1,20,951	62,949	2·81	68	47·95
1904	34·32	22,41,231	1,23,654	66,441	2·96	69	46·27
1905	34·32	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	34·32	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	34 32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 21·50 miles long. Its construction was sanctioned in 1888, and it was opened throughout in 1901.

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on creosoted pine sleepers from Petlad to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Baroda State and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.— } Either party may terminate the agreement at any time on giving one year's
Power to determine agreement.— } notice.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Anand-Tarapur section.

Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	13·17	7,52,440	70,668	39,312	5·22	102	44·37
1900	13·17	7,52,097	88,481	41,713	5·55	127	52·86
1901	21·50	11,86,381	93,233	51,769	4·36	102	44·47
1902	21·50	11,85,930	1,05,951	56,818	4·79	95	46·37
1903	21·50	11,48,092	98,451	50,289	4·38	88	48·92
1904	21·50	11,46,552	1,20,974	64,876	5·66	108	46·37
1905	21·50	11,31,273	1,40,463	81,966	7·25	126	41·65
1906	21·50	11,30,873	1,39,209	73,634	6·51	124	47·11
1907	21·50	11,30,869	1,66,978	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 12·30 miles long. It was sanctioned in 1899 and opened to Cambay in 1901.

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

Terms of contracts—

The line is owned by the Cambay State and worked under the following :—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Cambay State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party, expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay State, and as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	10·92	7,49,676	12,011	5,950	0·79	40	50·46
1902	10·92	7,49,676	25,497	13,622	1·82	45	46·58
1903	10·92	7,49,676	25,151	12,803	1·71	44	49·10
1904	10·92	7,68,728	32,199	17,276	2·25	57	46·35
1905	10·92	8,06,482	33,638	19,603	2·43	59	41·72
1906	12·30	8,11,255	34,531	18,265	2·25	54	47·11
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—

Details of construction—

This railway connects Kankra Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155·48 miles long. It was sanctioned in 1896 and opened in 1900.

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Tapti Valley Railway Company and worked under the following contracts :—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

26th August 1907 (between the Secretary of State and the Tapti Valley Railway Company) as to working charges.

10th July 1908 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company.)
12th November 1908 (between the Secretary of State and the Tapti Valley Railway Company.) } As to the payment of increased rebate.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. which, with effect from 1st July 1908 has been increased to 45 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount together with the net earnings of the railway equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company nor be less than such capital expenditure; or Government may determine them on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2′ 6″ gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.										Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1898	35·91	82,70,413	2,836	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	18	48·70
1899	138·88	1,21,09,133	2,42,593	...	...	...	...	...		73	47·40
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...		85	47·68
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90		74	43·01
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92		102	43·95
1903	155·48	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03		107	44·00
1904	155·48	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04		81	44·00
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51		125	41·96
1906	155·48	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86		140	44·00
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42		128	44·00
1908	155·48	1,30,90,939	9,98,927	5,59,399	4·27	...	5,59,399	4·27		124	44·00

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

10th July 1908 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company.)
12th November 1908 (between the Secretary of State and the Ahmedabad-Dholka Railway Company.) } As to the payment of increased rebate.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. which, with effect from 1st July 1908, has been increased to 45 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount together with net earnings of the railway equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2′ 6″ gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the undertaking.

Statistics of working—

	Table I.								Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Rebate from the Bombay, Baroda and Central India railway. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column(3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904	33·50	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905	33·50	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907	33·50	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Ahmedabad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 54·70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The Ahmedabad-Parantij railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

17th September 1907 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) as to working charges.

2nd October 1908 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working after the Brahmakhed extension has been opened.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount together with the net earnings of the railway equal to interest for the year at the rate of 4 per cent. at present and 5 per cent. after the opening of the Brahmakhed extension per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure; or Government may determine them on the 31st December 1946 paying the Company in rupees an amount equal to the otal capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2′ 6″ gauge lines, proportionate to its total earnings but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897	54·59	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898	54·59	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900	54·70	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901	54·70	19,49,355	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907	54·70	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908	54·70	20,26,012	2,95,664	1,65,572	8·17	...	1,65,572	8·17	104	44·00

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Details of construction—

The total length of this railway is 130·21 miles. It consists of five sections, (1) Mehsana to Kheralu, 27·73 miles, (2) Mehsana to Viramgam, 40·21 miles, (3) Mehsana to Patan, 24·69 miles, (4) Manund Road *viâ* Chanasma to Harij 20·95 miles and (5) Chanasma to Bechraji, 16·63 miles, (1) was opened throughout in 1888, (2) and (3) in 1891; and (4) and (5) were sanctioned in 1905 and opened in 1908.

Besides the above 7·73 miles were under construction.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—Except from mile 3 to mile 24·69 of the Mehsana-Patan section which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41¼-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsana and Kheralu is ballasted with sand, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient on the Kheralu, Viramgam and Patan sections is 1 in 150, on the Harij section, 1 in 200 and on the Bechraji section, 1 in 366.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section), 2 (*e*).

Statistics of working—

Table I.						Table II.	
Calendar year. ( )	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	92·63	32,83,612	3,76,160	2,16,654	6·60	78	42·40
1900	92·63	33,01,950	4,28,545	2,36,754	7·17	89	44·75
1901	92·63	33,48,911	3,92,227	2,15,111	6·42	81	45·16
1902	92·63	33,75,531	3,74,515	1,98,977	5·89	78	46·87
1903	92 63	33,78,132	3,47,083	1,77,466	5·25	72	48·87
1904	92·63	33,95,678	3,82,249	2,04,906	6·06	79	46·39
1905	92·63	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906	92·63	42,78,383	4,20,777	2,24,124	5·25	87	46·74
1907	92·63	50,55,731	4,34,903	2,30,317	4·56	90	47·04
1908	130·21	52,16,404	4,55,749	1,93,036	3·70	88	57·64

N. B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—

Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Sanganer, from which station this railway actually starts. The open mileage (Sanganer to Siwai Madhopur) is 72·84 miles. It was sanctioned in 1897 and was opened through in 1907.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contracts—

The railway is owned by the Jaipur State and worked under the following:—

Agreement of—11th September 1906 (between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company) for working.

Railway Board's letter No. 1310 R.T. of 30th October 1907, as to the payment of rebate.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions are as follows:—

Government aid.—Out of the Government share of the net earnings of the Rajputana-Malwa railway, a rebate is allowed up to 10 per cent. of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent. per annum on the capital expenditure incurred.

Currency of agreement.—The agreement remains current for 2 years from the 17th October 1907, after which either party may terminate it on giving 12 calendar months' notice expiring on the 30th June or 31st December of any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 2,000 subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) in proportion to the total earnings of the Jaipur railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Jaipur Durbar.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·18	13,20,421	12,299	6,779	0·51	52	44·88
1906	32·18	14,77,188	68,943	36,617	2·48	41	46·89
1907	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 17·28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of the line which are laid with 41¼-lb. steel rails. The rails are laid on Denham-Olphert's plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following:—

Terms contained in Despatch No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and Despatch No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to working.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Palanpur Durbar.

Currency of contract.—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway.

Power of Company to surrender contract.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
		Contributed by the Palanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	—4,261	33	44·88
1894	17·28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	42	38·35
1895	17·28	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17·28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17·28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	17·28	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·51
1899	17·28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,669	12,636	14,218	6·83	6·10	9,330	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17·28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1,85,000	2,37,069	29,734	7,141	8,181	3·86	3·45	9,432	—1,251	33	48·47
1904	17·28	1,85,000	2,37,069	29,185	7,280	8,340	3·94	3·52	9,474	—1,134	32	46·48
1905	17·28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	17 28	1,85,000	2,39,155	42,061	10,266	11,878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1,85,000	2,47,156	45,680	9,097	10,728	4·92	4·34	8,213	+2,515	51	56·60

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 4 per cent per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Details of construction—

The open mileage of the Rajputana-Malwa railway is 1,777·40 miles. It is made up of the following sections :— (1) *Rajputana section*, main line (Delhi to Ahmedabad), 539·49 miles; Rewari-Bandikui-Phulera loop, 173·89 miles; and branches, 139·03 miles; (2) *Malwa section*, main line (Khandwa to Ajmer), 393·19 miles; branch, 14·28 miles; (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 241·79 miles; branches, 12·96 miles; (4) *Rewari-Fazilka section*, 262·77 miles.

The Rajputana section was sanctioned in 1870 and was opened in 1881; the Malwa section was sanctioned in 1872, opened in 1881; the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884; and the Rewari-Fazilka section was sanctioned in 1881, opened in 1885. 2·92 miles of the line are double track.

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced : (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewari-Phulera Chord, 462·58 miles; Rewari-Bandikui-Phulera loop, 173·76 miles, and branches, 93·34 miles; (2) Malwa section, main line, Khandwa to Ajmer, 90·57 miles, and branch 2·17 miles; (3) Cawnpore-Achnera section, main line, 145·47 miles and Brindaban branch, 3·71 miles; and (4) Rewari-Fazilka section, 112·68 miles including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the Malwa section between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani where it is 1 in 40.

Terms of contracts—

The Rajputana-Malwa and Godhra-Rutlam-Nagda railways are worked together as one undertaking under the following contract :—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

For general conditions, see Bombay, Baroda and Central India railway proper, 2 (*a*).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—(Includes the Godhra-Rutlam-Nagda railway, 2(*b*)).

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 . .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·85	65,99,940	...	+81,43,590	281	47·35
1907 . .	1,919·20	16,85,93,587	2,87,22,171	1,43,93,902	8·54	53,09,963	...	+90,83,939	288	49·89
1908 . .	1,918·54	17,64,33,727	2,47,43,850	94,10,603	5·33	60,67,222	...	+33,43,381	249	61·97

N.B.—Statistics for the periods prior to 1906 will be found in the Report for 1907.

2(*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 41·37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—16 miles are laid with 41¼-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kalol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section), 2 (*e*).

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	29·44	10,47,188	19,514	9,227	0·88	23	52·72
1903	41·37	11,84,246	56,916	28,782	2·43	31	49·43
1904	41·37	13,35,402	74,572	40,083	3·00	35	46·25
1905	41·37	13,19,586	87,131	50,496	3·83	40	42·05
1906	41·37	13,24,825	95,660	50,648	3·82	44	47·05
1907	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908	41·37	13,12,860	1,20,643	51,999	3·96	56	56·90

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Details of construction—

The total length of the railway is 94·48 miles. It consists of three sections, Miyagam to Chandod, 30·62 miles; Dabhoi to Bodeli, 22·41 miles; and Dabhoi to Masor Road, 41·45 miles. The construction of these sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is ballasted chiefly with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Terms of contracts—

The line is owned by the Baroda State and worked under the following—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.

Terms of working.—The Company work the railway at actual cost, *plus* 12½ per cent of total working expenses (but not less than Rs. 500 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and, as far as possible, must conform generally to those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.				
1899 . . .	78·80	21,17,586	2,45,974	87,571	4·14		60	64·40
1900 . . .	78·80	21,17,528	2,35,281	61,606	2·91		57	73·82
1901 . . .	78·80	21,14,302	2,53,936	73,427	3·47		62	71·08
1902 . . .	78·80	22,53,598	2,22,573	76,367	3·39		54	65·69
1903 . . .	88·00	23,60,528	2,60,550	7,467	0·32	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.	60	97·13
1904 . . .	94·49	24,64,882	2,98,906	1,26,426	5·13		65	57·70
1905 . . .	94·49	24,72,909	3,72,467	2,04,004	8·25		76	45·23
1906 . . .	94·48	24,75,537	3,94,817	1,78,665	7·22		80	54·75
1907 . . .	94·48	25,62,795	4,69,515	2,62,120	10·23		95	44·17
1908 . . .	94·48	25,94,874	4,66,069	2,44,526	9·42		95	47·53

N. B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

2 (*p*) Rajpipla railway (2′ 6″ gauge)—

Details of construction—

This line, which connects Anklesvar with Nandod, is 37·37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*concld.*

2 (*p*) Rajpipla railway (2′ 6″ gauge)—*concld.*

Terms of contracts—

The line is owned by the Rajpipla State and is worked under the following—

Agreement of—19th March 1900 (between the Rajpipla State and the Bombay, Baroda and Central India Railway Company).

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla State.

Currency of agreement.—The agreement may be terminated by either party at the end of any calendar half-year on one year's notice from either side.

Terms of working.—The Rajpipla State is debited with the actual cost of working; and in addition one per cent on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla State and to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(3)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	37·37	13,07,820	35,809	8,478	0·65	18	76·32
1900	37·37	13,10,159	49,463	12,139	0·93	25	75·46
1901	37·37	13,06,822	47,182	10,487	0·80	24	77·77
1902	37·37	13,05,415	38,726	10,131	0·78	20	73·84
1903	37·37	13,04,281	44,830	10,674	0·82	23	76·19
1904	37·37	13,04,522	49,207	16,890	1·29	25	65·68
1905	37·37	13,04,522	62,017	28,194	2·16	32	54·54
1906	37·37	13,04,867	67,137	32,526	2·49	35	51·55
1907	37·37	13,51,850	80,183	42,829	3·17	41	46·59
1908	37·37	13,53,352	81,269	27,482	2·03	42	66·18

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

2 (*q*) Kosamba-Zankavav railway (2′ 6″ gauge)—

The line will be 26·44 miles long. Its construction by the Bombay, Baroda and Central India Railway Company from funds provided by the Gaekwar of Baroda was sanctioned in 1907.

CALCUTTA PORT COMMISSIONERS' RAILWAY (5′6″ gauge)—

The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by them. It extends from Bagbazar to Kidderpore Docks along the east side of the foreshore road; and from Telkul Ghât *via* Bhurpara Khal to Shalimar on the west side of the Howrah Foreshore road. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 40,000 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government. The railway serves the godowns, warehouses, jetties, workshops, chowl golahs, timber yard, flour and jute mills as well as several coal depôts along the foreshore roads, and is used for goods traffic only.

Details of construction—

The length of the through running line amounts to 7·65 miles. It was opened in 1880. The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods.

Permanent-way.—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails weighing 60 lbs. to the yard on Maclellan's patent sleepers and sal sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron ordinary chairs spiked on sâl sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with ballast. On the Shalimar branch, packing is done with 1st class jhama ballast.

Fencing.—The line is fenced except from Collah Ghât to Chandpal Ghât. The Chandpal Ghât-Kidderpore Dock section is fenced on one side only.

Curves.—The radius of the sharpest curve is 500 feet.

Gradients.—The ruling gradient is 1 in 300.

Terms of contract.—

Nil. The line is owned and worked by the Port Commissioners.

Statistics of working.—

Not available.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—**

Lines comprised in the system.—The Eastern Bengal State railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*)	Eastern Bengal State railway (5′ 6″ gauge)	507·47	...	507·47
(*b*)	Eastern Bengal State railway (3′ 3⅜″ gauge)	711·97	225·33	937·30
	Eastern Bengal State railway (2′ 6″ gauge)	55·03	...	55·03
(*c*)	Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)	53·91	...	53·91
(*d*)	Cooch Behar railway (2′ 6″ gauge)	33·60	...	33·60
	Total	1,361·98	225·33	1,587·31

Running powers—

Foreign line over home line :—

			Miles.
East Indian railway	Naihati to Majherat	for goods trains only	31·25
	Canal Junction to Chitpore		1·75
			33 00

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—

Details of construction—

The open mileage of the 5′ 6″ gauge portion of this system amounts to 507·47 miles, which may be divided into (1) *Eastern section*, main line, 145·07 miles, branches, 163·89 miles; (2) *Southern section*, main line, 29·20 miles, branches 41·62 miles; (3) *Central section*, main line, 104·51 miles, branches, 23·18 miles. Of these 111·34 miles are double and 3·13 miles quadruple line.

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal State railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884.

Permanent-way.—The double line portion of the Eastern section is laid with steel rails throughout. On both the up and down roads between Calcutta and Naihati the permanent-way consists of 85-lb. bull-headed steel rails laid on Denham-Olphert's cast iron sleepers, with sâl and jarrah sleepers at the joints. From Naihati to Ranaghat both the roads have been relaid with 90-lb. flat-footed steel rails on wooden sleepers except a few short lengths laid on cast iron sleepers. Above Ranaghat and up to Poradaha where the double line ends the down line is laid with 75-lb. double-headed rails on cast iron sleepers, while the up road has 90-lb. flat-footed on timber sleepers as far as mile 63 and beyond this 73 and 75-lb. double-headed rails on Denham-Olphert's sleepers. The single line portion of the Eastern section is chiefly laid with 75-lb. double-headed steel rails, but on the Damukdia branch there is about 12 miles of 73-lb. rails. The sleepers on the single line and the Damukdia branch are chiefly cast iron Denham-Olphert's sleepers. The Faridpur branch and a few short branches near the ghât stations at Goalundo and Damukdia are still laid with 68-lb. and 72-lb. double-headed iron rails. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on sâl sleepers.

The double line portion of the Southern section and the Budge-Budge branch are laid with 85-lb. bull-headed steel rails, the greater part on cast iron and the remainder on wooden sleepers; the single line portion of the section is laid with 73-lb. double-headed steel rails. The Diamond Harbour branch is laid for the greater part with 73-lb. and the rest with 64-lb. double-headed second-hand steel rails. The 64-lb. rails are now being replaced with 73-lb. rails mostly on Denham-Olphert's cast iron sleepers.

The first 23 miles of the Central section from Dum-Dum Junction station has been relaid with 90-lb. flat-footed steel rails on wooden sleepers and the relaying operations are still in progress. The rest of the line is laid with flat-footed steel rails on timber sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

APPENDIX 33—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.*

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—*concld.*

Statistics of working—[Includes the 3′ 3⅜″ and 2′ 6″ gauge sections, 3 (b).]

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Annuity. (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 . .	673·21	9,36,48,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,011	+6,30,669	283	47·47
1889 . .	746·40	9,73,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,43,953	+11,28,969	282	44·60
1890 . .	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+11,60,063	271	47·12
1891 . .	776·57	10,19,64,737	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+13,82,736	294	48·47
1892 . .	812·35	10,48,66,143	1,15,56,446	62,33,727	5·94	33,53,707	21,86,396	+ 6,93,624	270	46·06
1893 . .	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,88,241	22,14,254	+10,32,643	283	44·94
1894 . .	812·96	10,61,71,400	1,40,15,726	83,53,559	7·87	34,72,411	25,21,063	+23,60,085	314	40·40
1895 . .	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+29,51,494	328	38 15
1896 . .	814 39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+31,40,001	344	40·31
1897 . .	817·88	11,51,93,689	1,47,62,233	80,66,993	7·00	37,20,343	22,13,438	+21,33,212	336	45·35
1898 . .	827·37	11,82,79,103	1,47,17,879	83,35,064	7·05	38,62,725	21,01,651	+23,70,688	334	43·37
1899 . .	832·18	12,20,74,261	1,56,12,436	83,01,083	6·80	39,79,133	20,83,534	+22,38,416	348	46·83
1900 . .	843·04	12,62,77,100	1,71,00,460	92,46,424	7·32	41,82,033	20,87,252	+29,77,139	376	45 93
1901 . .	854·39	13,24,19,708	1,65,99,440	83,08,281	6·27	42,55,821	20,93,467	+18,59,493	360	49·95
1902 . .	898·18	14,04,06,863	1,78,93,098	91,48,340	6·52	46,69,423	20,88,413	+23,90,504	381	48·87
1903 . .	897·87	15,21,86,102	1,81,52,429	88,57,094	5·82	50,13,335	20,87,434	+17,56,325	375	51·20
1904 . .	971·31	16,55,23,769	1,94,63,098	88,23,372	5·33	54,62,375	20,87,434	+12,39,966*	374	54·67
1905 . .	1,234·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+16,08,546	348	52·78
1906 . .	1,271·29	20,23,66,593	2,46,31,081	1,06,08,661	5·24	68,54,092	20,87,434	+16,67,135	360	56·93
1907 . .	1,273·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	63.94,610	20.87,434	+18,33,737	389	61·17
1908 . .	1,274·47	22,87,26,095	2,73,15,420	81,99,105	3·58	70,30,092	20,87,434	−9,18,421	412	69·98

TABLE I. TABLE II

N.B.—Statistics for the periods prior to 1888 will be found in the Report for 1907.

3 (*b*) Eastern Bengal State railway (3′ 3⅜″ gauge)—

Details of construction—

The 3′ 3⅜″ gauge section comprises an open mileage of 711·97 miles and may be divided into (1) *Northern section*, main line, 196·85 miles, branches, 161·51 miles; (2) *Behar section*, main line, 85·74 miles, branches, 95·18 miles; (3) *Dacca section*, 85·92 miles; (4) *Kaunia-Dhubri section*, 51·02 miles and (5) Gauhati extension, 35·75 miles.

In addition to the above 225·33 miles were under construction, of which 112·40 miles have since the close of the year, been opened to traffic.

Sanction was first given to the construction of (1), (2), (3) and (4) above in 1874, 1881, 1882 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902. (5) was sanctioned in 1902 and opened up to mile 35·75 only in 1906.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 50 lbs. and 41¼ lbs. per yard, on sâl sleepers. On the Northern section, Sara to Siliguri, and the Brahmaputra-Sultanpur and Kaunia-Bonarpara branches and on the Gauhati extension the rails are 50-lb. On the Behar and Kaunia-Dhubri sections, Manihari Ghat to Dhubri, the greater part of the rails are 50-lb., and the remainder are 41¼-lb. On the Kosi branch and the Dacca section the rails are all 41¼-lb. On the Barsoi-Kissengunge branch the rails are mostly 41¼-lb. flat-footed steel, the remainder being 40-lb. iron. The sleepers are mostly sâl, but there are also metal sleepers of various types.

Ballast.—The whole of the line, except the portion from Golokganj Junction to Dhubri, and the Gauhati extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri and Dacca to Mymensingh.

Curves.—The sharpest curve is of 1,416 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with 5′ 6″ gauge section, 3 (*a*).

3 (*b*) Eastern Bengal State railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal State railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Details of construction—

The Ranaghat-Krishnagar branch is 20·25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14·99 miles long; it was opened in 1881.

The British section of the Santrabari extension of the Cooch Behar railway is 19·79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl. On the Santrabari extension the rails are flat-footed iron, 40 lbs. per yard, and flat-footed steel, 41¼ lbs. per yard, laid on sâl sleepers.

* Excluding Rs. 55,57 representing payment made to the Brahmaputra-Sultanpur Branch Railway Company up to 1st April 1904, on account of surplus profits and other adjustments.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal State railway (2′ 6″ gauge)—*concld.*

Deails of construction—*concld.*

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is ballasted with stone.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, but there is a short grade of 1 in 50 near the terminus (Jainti).

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with 5′ 6″ gauge section, 3 (*a*).

3 (*c*) Mymensingh-Jamalpur-Jagannathganj branch railway (3′ $3\frac{3}{8}$″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal State railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services.

Details of construction—

This railway is 53·91 miles long. Its construction was sanctioned in 1896 and it was opened throughout in 1899.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,864 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal State railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal State railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of $3\frac{1}{2}$ per cent. per annum on the actual capital expenditure. Land was provided free of charge.

Currency of contracts.—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent., nor being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which are included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal State railway.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal State Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	33·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00
1899	53·37	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00
1900	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00
1901	53·37	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00
1902	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00
1903	52·79	23,28,917	2,22,825	1,24,993	5·37	...	1,24,993	5·37	82	43·90
1904	51·37	23,51,113	2,21,168	1,18,336	5·03	...	1,18,336	5·03	81	43·79
1905	50·69	23,36,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	45·19
1906	53·22	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	45·03
1907	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00
1908	53·91	24,50,870	3,94,866	2,17,176	8·86	...	2,17,176	8·86	141	45·00

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*concld.***

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—

Details of construction—

This railway is 33·60 miles long, consisting of (*i*) main line, 22·15 miles, and (*ii*) the Santrabari extension, 11·45 miles. (*i*) was sanctioned for construction in 1891 and opened in 1898; and (*ii*) was sanctioned in 1897 and opened in 1900. The conversion of the line to 3′ 3⅜″ gauge has recently been sanctioned.

Permanent-way.—The line is laid for 18·50 miles with 25-lb. and for 2·00 miles with 41½-lb. steel rails on sâl and pynkado sleepers. The remaining 13·10 miles are laid with 40-lb. iron rails on sâl sleepers. All rails are flat-footed.

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Cooch Behar railway is worked under the following agreement :—

Agreement—of 25th February 1907, having effect from the 1st January 1907, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the Cooch Behar State.

Currency of agreement.—The agreement came into force on and from 1st January 1907 and shall be subject to revision from time to time, and shall remain in force until the expiration of six months' notice from either side.

Terms of working.—The Eastern Bengal State railway to receive 40 per cent. of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal State railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal State railway will receive and retain up to, but not exceeding, 45 per cent. of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New minor works' up to the limit of Rs. 30 per mile per annum.

Rates and fares.—The Eastern Bengal State railway administration have full control over rates and fares.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	33·18	12,99,031	82,773	43,073	3·32	53	47·96
1900	33·78	12,83,906	94,792	51,602	4·02	50	45·59
1901	33·78	13,94,923	1,27,596	74,667	5·35	72	41·48
1902	33·60	13,95,766	1,24,741	74,452	5·33	71	40·31
1903	33·60	14,91,329	1,42,540	83,834	5·62	82	41·19
1904	33·60	14,71,331	1,47,575	86,996	5·91	84	41·05
1905	33·60	14,82,893	1,48,488	86,233	5·82	85	41·30
1906	33·60	14,87,786	1,68,754	77,815	5·23	97	53·89
1907	33·60	15,20,857	1,79,263	91,484	6·01	103	48·97
1908	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·48

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number Main head 4 / Sub-heads (*a*) to (*d*). **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Bazett Wetenhall Colvin, Esq.
Secretary.—Charles W. Young, Esq.
Offices.—Nicholas Lane, London, E. C.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,213·18	218·95	2,432·13
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	162·36	30·00	192·36
(*c*) South Behar railway (5′ 6″ gauge)	79·19	...	79·19
(*d*) Tarkessur railway (5′ 6″ gauge)	22·21	...	22·21
Total	2,476·94	248·95	2,725·89

Running powers—

	Miles.
Home line over Foreign lines :—	
Idgah Agra to Agra Fort, Rajputana-Malwa railway, for goods trains only	1·24
Naihati to Majherat, Eastern Bengal State railway } for goods trains only	31·25
Canal Junction to Chitpore " " } for goods trains only	1·75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand State railway, for certain passenger trains only	10·00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1·46
Total	45·70
Foreign lines over Home line :—	
Bengal-Nagpur railway at Katni } for passenger and goods trains	0·30
" " " at Katrasgarh } for passenger and goods trains	0·66
" " " at Asansol } for passenger and goods trains	0·50
" " " at Howrah for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile	1·49
" " " at Katni for goods trains only	0·38
" " " at Manikpur } for passenger and goods trains.	0·63
North Western and Oudh and Rohilkhand State railways, Ghaziabad to Delhi } for passenger and goods trains.	13·00
Total	17·96

4 (*a*) East Indian railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the East Indian railway proper is 2,213·18 miles. This may be divided into (1) main line (Howrah to Delhi), 955·98 miles; (2) Grand Chord line (Sitarampur to Moghal Sarai), 281 miles; (3) Loop line (Khana Junction to Kiul), 250·45 miles; and (4) branches, 725·75 miles. Of these 546·80 miles are double, 13·60 miles triple, 2·42 miles quadruple and 0·50 mile sextuple line.

There were in addition 218·95 miles of single line under construction or sanctioned for construction. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862 and the Grand Chord in 1906.

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Baran-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Bukhtiarpore Junction, a distance of 310 miles, the rails are 85-lb. bull-headed, with the exception of a few short lengths which still remain to be relaid. Certain portions between Bukhtiarpore (mile 310) and Buxar (mile 411) have also been relaid with this section of rail. 85-lb. bull-headed rails have also been laid on the single line between Moghal Sarai and Khaga, a distance of 147 miles, and Sitarampur to Paharpur, a distance of 134 miles. The rest of the main line and branches are laid with double-headed rails weighing 75 lbs. per yard.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olphert's pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damuda, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia Chords. The Grand Chord is being fenced.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Balinganj.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking :—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows :—

Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, *i.e.*, one-fifth of the annuity payable under the terms of purchase). All capital is provided

APPENDIX 38—*contd.*

History of railways constructed and in progress.
[For Index see page 130.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

Terms of purchase.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

	£
Company's stock at date of purchase ...	26,200,000
Premium of 25 per cent.	6,550,000
	32,750,000

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure less than Rs. 1,000, and also any single item of capital expenditure amounting to Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject in the latter case to a maximum charge on such account of Rs. 25,000 in each half-year : and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided in proportion of four-fifths to Government and one-fifth to the Company.

Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares.—Certain maxima and minima rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs	Rs.	Rs.		Rs.	Rs.	Rs.	Rs	Rs.	
1880 .	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	1,96,03,398*	...	17,72,690	70,90,786	549	33·71
1881 .	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	32·53
1882 .	1,506·77	34,83,42,743	4,71,17,594	2,94,15,386	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883 .	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884 .	1,509·46	35,34,09,667	4,38,38,714	2,70,76,204	7·66	34,79,206	1,77,35,384	11,72,323	46,89,291	558	38·24
1885 .	1,514·99	35,61,22,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886 .	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35·25
1887 .	1,513·36	35,85,11,962	4,60,65,661	3,09,98,517	8·65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32·71
1888 .	1,513·45	35,82,32,469	4,54,36,902	3,00,27,370	8·38	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33·91
1889 .	1,525·44	35,98,56,817	4,49,57,901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890 .	1,525·44	36,00,54,709	4,34,39,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891 .	1,525·44	35,94,69,179	4,94,85,230	3,56,54,312	9·92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27·95
1892 .	1,610·27	36,51,42,775	4,88,55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28·73
1893 .	1,610·73	37,17,65,626	5,08,44,654	3,60,94,293	9·71	41,26,889	2,34,46,780	17,04,125	68,16,499	584	29·01
1894 .	1,664·11	37,50,81,624	5,26,89,485	3,64,26,405	9·71	43,37,988	2,43,89,582	15,39,767	61,59,068	604	30·87
1895 .	1,700·19	38,08,79,764	5,41,50,856†	3,78,34,726†	9·93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30·13
1896 .	1,701·11	38,54,11,272	5,40,69,142‡	3,67,77,682‡	9·54	46,90,562	2,58,59,455	12,45,733	49,81,932	597	31·98
1897 .	1,705·09	39,66,36,442	5,88,28,013	4,14,93,460	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898 .	1,712·25	40,98,39,605	5,97,96,060	4,08,07,269	9·96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31·76
1899 .	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32·87
1900 .	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,963	18,09,104	1,53,27,450	708	34·70
1901 .	1,838·04	45,95,76,136	7,03,96,636	4,57,13,311	9·95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35·06
1902 .	1,923·35	47,43,55,297	6,77,38,713	4,29,80,833	9·06	70,34,492	2,16,46,868	16,19,965	1,26,79,508	687	36·55
1903 .	1,935·11	48,80,24,496	6,99,72,700	4,64,35,793	9·51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33·64
1904 .	1,932·87	50,26,09,029	7,59,71,544	5,06,03,115	10·07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	749	33·39
1905 .	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35·74
1906 .	2,165·04	54,79,28,490	8,02,50,910	4,87,53,855§	8·90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	721‖	38·65‖
1907 .	2,208·29	56,77,47,625	8,11,29,807	4,84,10,858§	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	673‖	39·74‖
1908 .	2,213·18	58,74,01,148	8,28,51,108	4,44,26,132§	7·56	1,09,27,823	2,16,15,000	14,58,687	1,04,21,422	682‖	45·80‖

N. B.—Statistics for 1879 will be found in the Report for 1907.

* Interest in 1880 includes annuity charges, which cannot be separated.
† Includes Rs. 14,530 realised from Palmer's Trust Estate.
‡ Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
§ Excludes the annual rental paid to the South Behar Railway Company together with interest on Government advances for the purposes of this railway.
‖ Includes the South Behar railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Vacant.

Secretary.—C. E. Rutter, Esq.

Offices.—17, Victoria Street, Westminster, S. W.

Details of construction—

This railway is 162·36 miles long. It was opened throughout in 1891. Besides this 30 miles, from Thanesar to Kaithal, were under construction.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olphert's east-iron plate and wooden sleepers with cast iron chairs.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3¼ per cent. on the share capital.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent. per annum on their share capital. Land was also provided free of cost.

Currency of contracts.—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

Power of Company to surrender contracts.—Nil.

Terms of working.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent. to the Company. Surplus profits in excess of 3¼ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.

Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.

Statisfics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	162·24	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892	161·40	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	161·40	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	161·40	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	161·40	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896	160·47	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	162·24	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	162·24	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	162·24	1,53,01,272	14,49,378	7,53,677	4·93	...	7,53,677	4·93	172	48·00
1900	162·24	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	162·24	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902	162·24	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	162·36	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	162·36	1,55,51,763	18,53,475	9,63,807	6·20	...	9,63,807	6·20	218	48·00
1905	162·36	1,56,07,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906	162·36	1,57,26,333	20,01,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907	162·36	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00
1908	162·36	1,60,07,122	21,09,189	10,96,778	6·85	...	10,96,778	6·85	250	48·00

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Behar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Acting Secretary.—J. S. Hayward, Esq.

Offices.—91, York Street, Westminster, S. W.

Details of construction—

This railway is 79·19 miles long. It connects Luckeeserai with Gya and was opened in 1899.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olphert's cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction, as modified by the contract of the 11th December 1906 (between the Secretary of State and the South Behar Railway Company) as to the payment of a rental to the Railway Company during the continuance of the contract of 7th August 1895.

16th January 1907 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free. Up to the 31st December 1905, Government allowed to the South Behar Railway Company, by way of rebate, a certain percentage of the East Indian railway's share of the receipts from traffic interchanged between that railway and the Company's line towards a dividend of 4 per cent. per annum on the total capital expenditure not exceeding Rs. 120 lakhs. With effect from the 1st January 1906 the Company relinquished the railway to the Secretary of State to be held by him for his benefit without any interference or control on the part of the Company in return for a payment to the Company, until the determination of the contract of 7th August 1895, of an annual rental of £30,000 by half-yearly payments of £15,000 on the 30th June and 31st December of each year.

Currency of contracts.—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England £684,580 as capital expended on the undertaking with the authorisation of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—With effect from the 1st January 1903 the line is worked by the East Indian Railway Company as a part of their undertaking, the annual rental of £30,000 payable to the South Behar Railway Company together with interest at 3½ per cent. per annum on the Government advances for the purposes of the South Behar railway forming a charge against the net revenue of the undertaking.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	78·76	1,23,66,533	5,14,870	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	78·76	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	78·76	1,19,72,914	5,70,358	3,18,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	78·76	1,19,74,947	} See "terms of working" above.							
1907	78·76	1,19,77,154								
1908	79·19	1,19,77,154								

4 (*d*) Tarkessur railway (5′ 6″ gauge)—

Details of construction—

This railway, which connects Seoraphuli, a station on the East Indian railway, with Tarkessur, is 22·21 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. EAST INDIAN RAILWAY SYSTEM—*concld.*

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The permanent-way consists of 74-lb. iron rails laid on Denham-Olphert's cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,700 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.

Currency of contracts.—The contract of 1883 terminates on the 7th September 1982; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

Power of Company to surrender contracts.—Nil.

Terms of working.—From the gross earnings of the railway are deducted (1) working expenses (which may include capital expenditure classed as 'Minor works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, (2) 5 per cent. of the gross earnings for the hire of rolling-stock, and (3) contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

Rates and fares.—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	22·23	17,84,166	3,08,759	1,52,491	8·55	267	50·61
1900	22·23	17,84,166	3,32,965	1,61,132	9·03	288	51·61
1901	22·23	17,92,293	3,30,390	1,57,828	8·81	285	52·23
1902	22·23	17,91,612	3,28,510	1,59,348	8·56	283	53·32
1903	22·23	17,93,985	3,33,924	1,63,741	9·13	288	50·96
1904	22·23	17,97,555	3,30,635	1,63,006	9·07	284	50·70
1905	22·23	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	22·23	17,99,166	3,51,888	1,58,989	8·84	304	54·82
1907	22·23	17,99,776	3,56,243	1,58,366	8·80	307	55·55
1908	22·21	18,02,130	3,65,102	1,45,592	8·08	316	60·12

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I., K.C.
Managing Director.—Colonel F. Firebrace, R.E.
Offices.—48, Copthall Avenue, London, E. C.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	1,599·41	260·25	1,859·66
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·66	...	125·66
(*c*) Baran-Kotah railway (5′ 6″ gauge)	13·58	27·49	41·07
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	57·39	...	57·39
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	113·27	...	113·27
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	145·63	...	145·63
(*g*) Indian Midland railway (5′ 6″ gauge)	812 96	...	812·96
(*h*) Gwalior Light railway (2′ 0″ gauge)	203·08	46·87	249·95
(*i*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
Total	3,083·59	334·61	3,418·20

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
At Manikpur, East Indian railway, for passenger and goods trains	0·63
At Katni, East Indian railway, for goods trains only	0·38
At Katni, Bengal-Nagpur railway, for passenger trains only	1·60
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	0·24
At Cawnpore, Oudh and Rohilkhand State railway, for passenger and goods trains	0·86
From Cawnpore to Lucknow, Oudh and Rohilkhand State railway, for passenger trains only	44·63
Total	59·97

Foreign lines over home line :—

	Miles.
Bombay, Baroda and Central India railway, Dadar Junction to Carnac bridge, for goods trains only	4·39
Bengal-Nagpur railway, at Nagpur for passenger and goods trains	0·65
Total	5·04

5 (*a*) **Great Indian Peninsula railway proper** (5′ 6″ gauge)—

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new Contract, dated the 21st December 1900.

Details of construction—

The open mileage of the Great Indian Peninsula railway proper is 1,599·41 miles. This may be divided into (1) *North-East line,* main line (Bombay to Jubbulpore), 615·14 miles, and branches, 422·73 miles; (2) *South-East line,* main line (Kalyan to Raichur), 408·86 miles, and branches, 152·68 miles. Of these 607·16 miles are double and 4·29 miles quadruple line.

There were under construction 260·25 miles of single line.

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the ghat sections is 1 in 37.

Terms of contracts—

The railway is worked under the following contract :—

Contract of—21st December 1900 for working the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum, or at such other rate as may be agreed upon, or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of purchase.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
* Company's stock at date of purchase	34,859,218
Debentures and debenture stock	5,922,350
Total	40,781,568

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Midland railways, there will be deducted—

(*i*) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) A sum of Rs. 1,00,00,000 which is payable in each half-year to Government;

(*iii*) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period, $\frac{19}{20}$ths of the surplus are paid to the Secretary of State and $\frac{1}{20}$th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.										Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901 . . .	1,548·27	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,396	518	48·03
1902 . . .	1,561·63	30,83,53,092	4,24,25,217	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198	523	50·19
1903 . . .	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550	575	49·18
1904 . . .	1,561·63	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750	592	49·88
1905 . . .	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,28,413	+17,12,355	641	48·27
1906 . . .	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928	623	49·92
1907 . . .	1,561·63	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748	649	52·88
1908 . . .	1,599·41	37,36,87,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,298	—82,59,645	563	62·24

N.B.—Statistics for the priods prior to 1901 will be found in the Report for 1907.

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Details of construction—

This railway is 125·66 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

Permanent-way.—The main line, 120·04 miles, is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers, and the branch, 5·95 miles, (Kosi to Sanket) is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-Ki-Mandi Junction and Agra Jail and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contracts—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which has been executed since the close of the year and has effect from the day on which the Agra-Delhi Chord railway was opened for public traffic.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.—The contract may during its subsistence be terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

* From 1st July 1900 to 31st December 1901.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi Chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.—The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 . .	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	—2,85,172	22	44·70
1905 .	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	—556	140	47·85
1906 . .	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,70,283	+3,45,080	254	50·47
1907 . .	125·99	1,28,37,017	16,15,900	7,45,489	5·81	4,09.625	+3,35,864	247	53·87
1908 . .	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Details of construction—

The open section of this railway, from Baran to Antah, is 13·58 miles. Its construction was sanctioned in 1906 and it was opened in 1908.

In addition to the above, 27·49 miles are under construction.

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The line is the property of the State and is being worked under the terms of a contract (which has been executed since the close of the year) between the Secretary of State and the Great Indian Peninsula Railway Company.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to the calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908 . . .	13·58	39,38,972	3,536	1,582	0·04	1,29,811	—1,28,229	10	55·26

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Details of construction—

This railway is 57·39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following :—

Agreements of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs ; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contract.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

Statistics of working—

	TABLE I.												TABLE II.			
	BHOPAL-ITARSI (BRITISH SECTION).							BHOPAL-ITARSI (NATIVE STATE SECTION).					British section.		Native State section.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (10).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)	(3)	(4)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Miles.	Rs.	Rs.	Rs.		Rs.		Rs.	
1889.	13·00	12,50,000	79,163	—5,422	...	50,000	—55,422	44·11	48,40,846	2,67,936	—18,351	...	117	106·85	117	106·85
1890.	13·00	12,85,077	87,765	—16,572	...	50,351	—66,923	44·11	50,00,000	2,97,049	—56,093	...	130	118·88	130	118·88
1891.	13·00	15,13,568	1,30,884	48,607	3·21	57,713	— 9,106	44·11	50,00,000	4,60.431	1,73,154	3·46	200	62·50	199	62·50
1892.	13·00	17,46,208	1,53,099	56,397	3·23	69,131	—12,734	44·11	50,00,000	4,47,797	1,65,883	3·32	226	63·16	195	62·96
1893.	13·11	20,25,058	1,69,162	52,038	2·57	78,429	—26,391	44·00	50,00,000	4,24,236	1,30,925	2·62	248	69·17	185	69·17
1894.	13 11	21,71,496	1,61,638	61,455	2·83	83,509	—22,054	44·00	50,00,000	3,80,217	1,44,607	2·89	237	61·98	166	61·97
1895.	13·11	22,47,963	1,42,658	46,114	2·05	89,323	—43,209	44·28	50,00,000	3,18,074	1,02,821	2·06	209	67·68	138	67·67
1896.	13·11	22,71,877	1,63,688	62,744	2·76	90,107	—27,363	44·28	50,00,000	3,61,363	1,38,532	2·77	241	61·75	157	61·63
1897.	13·11	22,97,134	1,52,215	61,135	2·66	91,805	—30,670	44 28	50,00,000	3,31,379	1,33,096	2·66	223	59·84	144	59·84
1898.	13·11	23,24,365	1,93,364	79,435	3·42	92,477	—13,042	44·28	50,00,000	4,17,010	1,71,375	3·43	284	58·81	181	58·90
1899.	13·11	23,61,938	2,09,611	84,080	3·56	93,303	— 9,223	44·28	50,00,000	4,47,225	1,79,444	3·59	307	59·89	194	59·88
1900.	13·11	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	44 28	50,00,000	5,35,369	2,67,288	5·35	375	50·12	234	50·06
1901.	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	44 28	50,00,000	5.85,152	2,88,838	5·78	430	50·75	254	50·64
1902.	13·11	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	44·28	50,00,000	6,37,638	3,16,683	6·33	508	51·51	278	49·74
1903.	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	44·28	50,00,000	6,31,911	3,21,328	6·43	553	49·48	276	48·84
1904.	13·11	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	44·28	50,00,000	6,43,742	3,22,374	6·45	583	50·14	279	49·81
1905.	13·11	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	44·28	50,00,000	5,21,619	2,67,959	5·36	477	48·57	227	48·63
1906	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	44·28	50,00,000	5,66,833	2,81,376	5·63	531	50·37	246	50·36
1907.	13·11	33,98,742	4,83,589	2,27,071	6·68	1,04,145	+1,22,926	44·28	50,00,000	7,32,284	3,44,438	6·88	710	53·04	318	52·96
1908.	13·11	35,34,132	4,20.276	1,62,302	4 59	1,19,624	+42,678	44·28	50,00,000	6,11,033	2,31,222	4·62	630	62·19	265	62·16

N.B.—Statistics for the periods prior to 1889 will be found in the Report for 1907.

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 113·27 miles long. Its construction was sanctioned in 1892 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Terms of contracts—

The railway is worked under the following :—

Agreements of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows :—

Government aid.—Nil. The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section, by the Gwalior Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

For the Parbati-Ujjain section the Company retains 50 per cent. of its gross receipts for each half-year, and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	113·52	69,69,331	1,958	979	0·01	...	50·00
1896	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	113·52	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899	113·27	76,54,290	5,82,941	2,77,911	3·63	99	52·28
1900	113·27	76,83,020	9,46,349	4,65,681	6·06	161	50·79
1901	113·27	77,61,569	5,45,976	2,62,044	3·38	93	52·00
1902	113·27	78,02,855	5,82,063	2,77,292	3·55	99	52·30
1903	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905	113·27	78,35,712	6,08,240	2,96,639	3·79	103	51·23
1906	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907	113·27	78,58,669	7,81,578	3,74,678	4·77	133	52·06
1908	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Details of construction—

This railway is 145·63 miles long. Its construction was sanctioned in 1892 and it was opened through in 1899.

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Terms of contracts—

The railway is worked under the following :—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goona section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 between the Tonk and Gwalior Durbars for purchase by the latter of the Dharnaoda Chabra section.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions are as follows :—

Government aid.—*Nil.* The Bina-Goona, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina-Goona section the Company retains 50 per cent of its gross receipts for each half-year, and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including su-pense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	72·18	49,81,035	48,701	22,198	...	19	54·42
1896	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897	71·74	87,73,621	1,02,386	43,446	0·50	27	57·57
1898	71·74	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	145·21	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	145·21	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901	145·59	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902	145·63	99,14,442	2,38,825	1,12,945	1·14	32	52·71
1903	145·63	99,62,459	3,21,585	1,55,600	1·56	42	49·49
1904	145·63	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905	145·63	99,90,394	3,68,669	1,81,269	1·81	49	50·83
1906	145.63	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907	145.63	99,91,424	5,63,892	2,71,691	2·72	74	51·81
1908	145.63	99,96,263	4,13,370	1,88,397	1·88	55	54·42

5 (*g*) Indian Midland railway (5′ 6″ gauge)—

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I., K.C.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E.C.

Details of construction—

The open mileage of the Indian Midland railway is 812·96 miles, which may be divided into main line (Bhopal to Agra Road), 318·92 miles, and branches, 494·04 miles.

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham-Olphert's sleepers. The East Indian railway type rails and Denham-Olphert's sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.
18th March 1890—Contract for the acquisition of the Scindia railway.
13th June 1896—Contract for the Saugor-Katni railway.
21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*g*) Indian Midland railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Government aid.—Interest at 4 per cent per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England. Land was provided free.

Currency of contracts—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885 to which they are supplemental.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1886	41·75	1,56,03,829	92,338	17,412	0·15	15,06,032	...	−14,88,620	43	81·14
1887	41·75	4,18,87,023	1,74,810	33,870	0·11	16,61,068	...	−16,27,198	80	80·62
1888	136·25	6,04,53,467	6,56,836	1,80,430	0·30	24,87,101	...	−23,06,671	99	72·53
1889	677·35	7,84,45,085	27,22,156	5,96,019	0·76	30,32,317	...	−24,36,298	92	78·10
1890	677·35	8,32,79,427	31,24,365	5,99,780	0·72	33,94,210	...	−27,94,430	86	80·80
1891	677·35	8,52,46,148	41,62,361	13,52,172	1·59	33,12,200	...	−19,60,028	115	67·51
1892	677·35	8,65,79,006	44,77,625	17,26,260	1·99	37,23,985	...	−19,97,725	124	61·45
1893	677·35	8,71,62,843	44,59,053	17,00,409	1·95	41,40,194	...	−24,39,785	123	61·87
1894	677·35	8,78,06,437	52,22,033	22,02,334	2·51	42,59,815	...	−20,57,481	144	57·83
1895	679·12	8,81,49,985	44,91,707	16,48,360	1·87	45,97,495	...	−29,49,135	124	63·30
1896	679·56	9,25,53,896	48,51,951	20,17,329	2·18	44,23,983	...	−24,06,154	134	58·41
1897	679·56	9,77,94,421	54,89,540	24,06,565	2·46	42,53,893	...	−18,47,328	150	56·16
1898	727·35	9,96,74,805	56,25,823	25,11,911	2·52	39,91,036	...	−14,79,125	147	55·35
1899	796·25	10,16,34,077	64,77,226	27,82,950	2·74	39,75,411	...	−11,92,461	152	57·03
1900	796·25	10,31,35,002	90,60,560	48,72,287	4·72	37,79,189	6,97,555	+ 8,95,543	213	46·23
1901	796·25	10,58,27,081	82,43,068	42,50,587	4·02	39,22,132	...	+ 3,28,455	199	48·43
1902	796·53	10,62,11,714	90,49,628	44,74,612	4·21	41,04,505	...	+ 3,70,107	209	50·55
1903	805·03	10,98,96,302	80,91,722	40,92,942	3·72	41,85,502	...	− 92,560	180	49·35
1904	805·03	11,22,35,779	82,90,712	41,48,862	3·70	42,59,767	...	− 1,10,905	183	49·96
1905	807·90	11,31,43,178	79,91,323	40,84,528	3·61	42,77,173	...	− 1,92,645	178	48·89
1906	809·85	11,41,69,155	98,69,294	49,19,560	4·31	42,96,283	2,254	+6,21,023	234	50·15
1907	809·85	11,51,84,261	1,14,73,958	53,43,778	4·64	43,03,928	1,42,441	+8,97,409	256	53·43
1908	812 96	11,68,93,005	96,70,079	35,73,264	3·06	44,21,737	...	−8,48,473	229	63·05

N.B.—Statistics for the periods prior to 1886 will be found in the Report for 1907.

5 (*h*) Gwalior Light railway (2′ 0″ gauge)—

Details of construction—

The open mileage of this railway is 203·08 miles, and may be divided into the following sections:—(1) Gwalior to Sipri, 73·81 miles, (2) Gwalior to Bhind, 52·38 miles, (3) Gwalior to Sabalgarh, 57·39 miles, and (4) Sabalgarh to Birpur, 19·55 miles. The first two sections were opened in 1899, the third in 1904 and the fourth in 1908.

Besides the above there were 46·87 miles under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

Gradients.—The ruling gradient is 1 in 60.

APPENDIX 38—*contd.*

History of railways constructed and in progress.
[For Index see page 130.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concld.*

5 (*h*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Terms of contracts—

The railway is worked under the following agreement :—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving three months' notice.

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent for ballast, permanent-way, etc., including maintenance and renewal, *plus* 10 per cent to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—137	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	183·13	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,222	1,12,311	1·94	27	56·54
1907	183·53	63,00,513	3,08,791	1,15,709	1·84	32	62·52
1908	203·08	66,13,092	2,61,725	99,262	1·50	25	62·07

5 (*i*) Matheran Light railway (2′ 0″ gauge)—

Details of construction—

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Matheran, is 12·61 miles long.

Its construction by Mr. Abdul Husein Adamjee Peerbhoy of Bombay was authorized in 1904 and it was opened in 1907.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Terms of contract—

This railway is maintained and worked under the following :—

The Order accompanying Bombay Government, Public Works Department, (Railway) Notification No. 34, dated the 28th July 1904.

Agreement—Of May 1906 (between the Promoter and the Great Indian Peninsula Railway Company).

The general conditions are as follows :—

Government aid.—Free provision of Government land.

Currency of agreement.—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or, at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working.—Actual out of pocket expenses.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·61	10,11,300	17,529	—12,783	...	34	172·92
1908	12·61	10,55,007	53,410	8,456	0·80	82	84·17

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number Main head 6 / Sub-heads (*a*) to (*k*) MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—

Chairman.—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.

Secretary.—Lieut-Col. H. Bonham-Carter, R.E.

Offices.—91, York Street, Westminster, S.W.

The old Madras railway contract having expired on the 31st December 1907 the Secretary of State for India made over, on the 1st January 1908, the then existing Madras railway (with the exception of the Jalarpet-Mangalore section) together with the 3′ 3⅜″ gauge sections of the South Indian railway, from Katpadi to Gudur and Pakala to Dharmavaram, to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,031·73	...	1,031·73
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·88	...	9·88
(*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)	1,511·12	40·75	1,551·87
(*d*) Bezwada-Masulipatam (3′ 3⅜″ gauge)	49·47	2·50	51·97
(*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92	...	37·92
(*f*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)	51·35	...	51·35
(*g*) Kolhapur railway (3′ 3⅜″ gauge)	29·27	...	29·27
(*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80	...	15·80
(*i*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)	296·22	...	296·22
(*j*) Sangli railway (3′ 3⅜″ gauge)	4·90	...	4·90
(*k*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10	...	51·10
Total	3,088·76	43·25	3,132·01

Running powers—

Foreign lines over home line—

		Miles.
Bengal-Nagpur railway, Waltair to Vizagapatam (including wharf and swamp lines)	for passenger and goods trains.	4·97
Nizam's Guaranteed State railway, Distant signal at Bezwada to Bezwada station		0·89
South Indian railway, over whole or any part of Madras-Bangalore section		219·00
Total		224·86

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

Details of construction—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the late Madras railway with the exception of the Jalarpet-Mangalore section and the southern section of the old East Coast State railway, called the North East line of the late Madras railway; a total length of 1,031·73 miles. It may be divided into (i) *South-West line*, main line (Madras to Bangalore) with branches, 225·41 miles; (ii) *North-West line* (Arkonam to Raichur), 308·28 miles; and (iii) *North-East line*, main line (Washermenpet to Waltair), 486·11 miles, and branches, 11·93 miles. Of these 44·94 miles are double line.

Sanction was first given to the construction of (i) in 1853 and it was opened through to Bangalore City in 1882; (ii) was sanctioned in 1859 and opened through to Raichur in 1871, and (iii) was sanctioned in 1890 and opened throughout in 1900.

Permanent way.—The North-West and South-West lines are laid with 80-lb. bull-headed steel rails on cast iron pots, each weighing 112 lbs. The North-East line is laid with 75-lb. flat footed steel rails on wooden and peapod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The line is fenced throughout on the North-West and South-West lines and on the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

Terms of contracts—

The Madras and Southern Mahratta railway is worked under the following contracts :—

Contracts of—1st June 1882.—Old Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

26th June 1908.—Contract supplemental to those mentioned above, providing for the continuance of the existing contracts with variations and modifications and for working as part of the same undertaking the portions of the old Madras railway as well as the sections of the South Indian railway taken over.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (k)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the contracts are as follows :—

Government aid.—Interest in sterling on the nominal amount of the capital stock of the Company at 3½ per cent. per annum is guaranteed.

Terms of contract.—The capital of the Company's and State lines shall be taken as £16,500,000, of which £11,500,000 shall be taken to be the capital of the Secretary of State and the balance £5,000,000 as the capital of the Company. All monies required for further capital expenditure shall, at the option of the Secretary of State, be provided either by means of advances by the Secretary of State or by the issue of debentures or debenture stock or by the issue of further capital stock by the Company.

Currency of contract.—The contract may be determined by the Secretary of State on the 31st December 1937 or on the 31st December in any succeeding fifth year by giving to the Company twelve months' previous notice. Upon the termination of the contract the Company are to give the Secretary of State the possession of the railway, and the Secretary of State is to pay the Company a sum equal to the nominal amount of its capital, *viz.*, £5,000,000 and any additional capital stock that may have been issued for the purpose of the Company's and State lines.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the Company's and State lines the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a "Minor work" and a payment of Rs. 40 for every mile of line open for traffic to be made half-yearly to Government for supervision) and contribution to the provident fund, the net earnings are to be applied

(i) in payment to the South Indian Railway Company for haulage 25 per cent of the gross earnings derived by the Madras-Bangalore section from all traffic carried over that section in the trains of the South Indian railway and in addition a rebate of 25 per cent. of gross earnings derived by the Madras-Bangalore section from traffic interchanged with Jalarpet-Mangalore section *viâ* Jalarpet Junction ;

(ii) in payment to the Kistna District Board of such a sum not exceeding in any year 10 per cent of the earnings from traffic interchanged between the Madras and Southern Mahratta railway system and the Bezwada-Masulipatam railway as shall together with the net earnings of the latter railway for the year be equal to the interest for the year at the rate of 3½ per cent per annum on the actual capital expenditure of that railway ;

(iii) in payment of interest on the Company's debenture and debenture stock which shall for the time being be outstanding.

And the balance thus remaining to be divided between the Secretary of State and the Company in proportion to the respective shares in which the capital of the Company's and State lines (exclusive of debenture capital) is contributed by them each year from 1st January 1909. The Secretary of State to be entitled to deduct from the share of surplus receipts payable to the Company, the equivalent of the guaranteed interest at 3½ per cent per annum on the capital stock of the Company, paid by the Secretary of State to the Company; but if such share of surplus in any year be less than the guaranteed interest for that year, the deficiency shall not be made good out of the share of surplus receipts for any subsequent year.

Rates and fares —The Secretary of State will from time to time authorize maxima and minima rates within which the Company shall be entitled to vary its rates. If the Secretary of State shall require the Company to reduce the rate for salt below that now in force, he shall compensate the Company for any loss thence ensuing.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	1,031·73	16,68,83,642	1,64,22,663	44,96,942	2·69	306	72·62

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number Main head 6 / Sub-heads (*a*) to (*k*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

Details of construction—

The railway is 9·88 miles long and connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.
Ballast.—The line is ballasted with stone and sand, chiefly the former.
Fencing.—The line is fenced throughout.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradients.—The ruling gradient is 1 in 66.

Terms of contracts—

The railway is worked under the following :—
Agreement of—1st July 1902 (between the Mysore Government and the old Madras Railway Company) for working and maintenance with effect from 1st January 1901.
Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement of 1st July 1902 with modifications.

The general conditions are as follows :—
Government aid.—The line is the property of the Mysore State.
Currency of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, with 5 per cent of the gross earnings of the railway for rolling-stock; and as from the 1st July 1908, after deducting from the net earnings, the interest on any capital expenditure after 31st December 1907, one-twentieth part of the residue will be paid to the Company.

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras and Southern Mahratta railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	10·00	10,79,553	1,77,667	56,827	5·26	342	68·01
1900	10·00	10,77,901	2,08,892	67,093	6·22	402	67·88
1901	9·88	11,20,330	2,17,661	91,877	8·20	421	57·79
1902	9·88	11,38,480	2,16,629	84,864	7·45	422	60·83
1903	9·88	11,62,504	2,07,257	75,237	6·47	403	63·70
1904	9·88	11,73,128	2,44,744	89,230	7·61	476	63·54
1905	9·88	11,87,864	1,88,402	67,600	5·69	367	64·12
1906	9·88	11,96,520	2,00,400	68,275	5·71	390	65·93
1907	9·88	12,02,068	2,11,153	55,749	4·64	411	73·60
1908	9·88	12,07,850	1,98,191	51,095	4·23	386	74·22

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

Details of construction.—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the old Southern Mahratta railway in amalgamation with the sections of the South Indian railway taken over, Pakala to Dharmavaram and Katpadi to Gudur, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore frontier railways. The total length amounts to 1,511·12 miles and may be divided into *Main line*, Portuguese frontier to Bezwada, 512·94 miles and *Branches* (i) Poona to Londa, 278·86 miles; (ii) Hotgi to Gadag, 173·08 miles, (iii) Hubli to Harihar, 81·00 miles; (iv) Hospet to Kottur, 48·03 miles; (v) Bellary to Rayadrug 33·35 miles; (vi) Guntakal to Mysore frontier *viâ* Dharmavaram, 119·50 miles; and (vii) Katpadi *viâ* Pakala to Dharmavaram and Gudur, 264·36 miles. Besides the above, 40·75 miles were under construction, of which 31·75 miles, Dronachellam to Kurnool, have, since the close of the year, been opened to traffic.

The main line was first sanctioned in 1879 and opened through in 1890; branches (iv) and (v) were sanctioned in 1902 and opened in 1905, (vi) was sanctioned in 1889 and opened in 1893 and (vii) was sanctioned in 1888 and opened in 1892.

Permanent-way.—The rails in use are of 39-lb., 41¼-lb, 50-lb., 60-lb., and 62-lb. flat-footed steel. The sleepers are teak, jamba pine and Australian eucalyptus and steel trough.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (k)}$ · **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve is of 573 feet radius, situated on the section between Bellary and Rayadrug.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

Terms of contracts.—This railway forms an integral part of the Madras and Southern Mahratta projected railway and the contracts for working are the same as apply to the Madras and Southern Mahratta 5′ 6″ gauge railway, 6 (*a*).

Statistics of working—[Includes the Madras and Southern Mahratta railway (5′ 6″ gauge), 6(*a*).]

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1908 . .	2,542·85	29,65,72,872	2,82,50,979	97,96,440	3·30	85,17,070	59,81,910	5,84,312	—52,86,852	214	65·32

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 49·47 miles long.. Its construction was sanctioned in 1905 and it was opened in 1908.

There was under construction an extension of 2·50 miles, from Masulipatam to Masulipatam Port, which has, since the close of the year, been opened to traffic.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—The line is ballasted 30 miles with stone and the remainder with sand.

Fencing.—The station yards only are being fenced.

Curves.—The radius of the sharpest curve is 1,146 feet.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—

The railway is worked under the following contract :—

Contract of—4th February 1908 (between the District Board of Kistna and the Madras and Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the District Board of Kistna.

Currency of contract—The contract is current for a period of 30 years and Government reserves the right to purchase the line at the expiry thereof or at subsequent periods of 10 years on 12 months' notice at a price 25 times the yearly average net earnings excluding rebate payments of three years preceding the purchase with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

Terms of working.—The line is worked by the Madras and Southern Mahratta Railway Company at 45 per cent. of gross earnings. The balance after meeting the cost of "New minor works" not exceeding Rs. 1,000 is paid to the District Board.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	49·47	20,02,813	2,72,333	1,49,783	7·48	117	45·00

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (k)}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 37·92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Terms of contracts—

The Hindupur and Birur-Shimoga railways are worked under the following contracts :—

Contracts of—2nd December 1899 (between His Highness the Maharaja of Mysore and the old Southern Mahratta Railway Company) for maintenance and working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contract of 2nd December 1899 with modifications.

The general conditions of the contracts are as follows :—

Government aid.—The lines are the property of the Mysore State.

Currency of contracts.—Either party may determine the contracts, on giving twelve months' notice on the 1st January or 1st July in any year. If not determined sooner, the contracts terminate, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on new minor works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and as from the 1st July 1908, after deducting interest on any capital expenditure incurred after 31st December 1907, one-twentieth part of the residue will be paid to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	38·50	20,85,475	6,186	1,881	0·09	36	69·59
1900	37·90	22,94,457	66,227	24,219	1·06	34	63·43
1901	37·92	24,01,338	62,058	16,993	0·71	31	72·62
1902	37·92	24,05,667	64,606	23,367	0·97	33	63·83
1903	37·92	24,07,802	61,520	24,206	1·01	31	60·65
1904	37·92	24,06,391	68,224	24,628	1·02	35	63·90
1905	37·92	23,98,543	80,672	31,102	1·30	41	61·45
1906	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*i*).						

6(*f*) Hindupur (Yesvantpur-Mysore frontier) railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 51·35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Terms of contracts.—Are the same as apply to the Birur-Shimoga railway, 6 (*e*).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (k)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*f*) Hindupur (Yesvantpur-Mysore frontier) railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	51·35	24,98,162	1,49,363	50,528	2·02	56	66·17
1900	51·35	24,98,047	1,88,183	67,135	2·69	70	64·32
1901	51·35	24,94,729	1,97,798	60,724	2·43	74	69·30
1902	51·35	24,97,811	2,13,486	77,908	3·12	80	63·51
1903	51·35	24,97,206	2,42,695	96,159	3·85	91	60·38
1904	51·35	24,88,842	3,67,923	1,33,715	5·37	138	63·66
1905	51·35	24,88,944	3,73,993	1,54,872	6·22	140	58·59
1906	51·35	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	51·35	25,00,014	3,53,710	1,55,486	6·22	132	56·04
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*i*).						

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

6(*g*) Kolhapur railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 29·27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with gravel and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Kolhapur railway is worked under the following contracts:—

Contracts of—17th July 1891 (between the Kolhapur Durbar and the old Southern Mahratta Railway Company) for maintenance and working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contract of 17th July 1891.

The general conditions of the contracts are as follows:—

Government aid.—The line is the property of the Kolhapur State.

Currency of contracts.—The contracts may be terminated by either party on six months' notice.

Terms of working.—The working expenses of the system, excluding Government supervision charges and new minor works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	29·07	23,24,807	99,195	33,986	1·46	66	65·74
1900	29·07	23,24,807	1,24,215	44,875	1·93	82	63·87
1901	29·27	23,24,807	1,14,114	35,750	1·54	75	68·67
1902	29·27	23,25,587	1,23,913	46,407	2·00	81	62·55
1903	29·27	23,26,188	1,21,957	48,053	2·07	80	60·60
1904	29·27	23,26,251	1,41,676	53,228	2·29	93	62·43
1905	29·27	23,26,251	1,70,404	69,432	2·98	112	59·25
1906	29·27	23,26,251	1,76,234	71,811	3·09	116	59·25
1907	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908	29·27	23,26,251	2,22,260	88,154	3·79	146	60·34

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (k)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*k*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 15·80 miles long. It was opened in 1891.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Mysore-Nanjangud railway is worked under the following contracts:—

Contracts of—14th December 1899 (between His Highness the Maharaja of Mysore and the old Southern Mahratta Railway Company) for working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contract of 14th December 1899 with modifications.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Mysore State.

Currency of contracts.—The contracts are terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, the contracts terminate on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores to be taken over by the Mysore Government at a valuation.

Terms of working.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000, but not exceeding Rs. 2,000, classed as a 'Minor work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, representing the working expenses of this railway, is retained by the Company, and, as from 1st July 1908, after deducting interest on any capital expenditure after 31st December 1907, one-twentieth part of the residue is paid to the Company.

Rates and fares.—To be fixed by the Company with the approval of Government.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	15·80	6,46,051	16,810	5,671	0·88	21	66·26
1900	15·80	6,53,741	30,860	11,357	1·74	38	63·20
1901	15·80	6,56,462	28,302	7,863	1·20	35	72·22
1902	15·80	6,56,462	29,870	10,938	1·67	36	63·38
1903	15·80	6,56,462	31,923	12,687	1·93	39	60·26
1904	15·80	6,56,462	38,873	14,404	2·19	47	62·95
1905	15·80	6,56,462	44,174	18,015	2·74	54	59·22
1906	15·80	6,56,462	49,946	20,559	3·13	61	58·84
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*i*).						

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

6(*i*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

Details of construction—

The line, which connects Mysore with Harihar, is 296·22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (k)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*i*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The Mysore section is worked under the following contracts :—

Contracts of—31st August 1887 (between the Secretary of State and the old Southern Mahratta Railway Company) for construction, maintenance and working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contract of 31st August 1887 with modifications.

The general conditions of the contracts are as follows :—

Government aid.—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Terms of contract.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of these contracts.

Currency of contracts.—Government may determine the contracts at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Madras and Southern Mahratta railway system be determined, then the contract of 31st August 1887 will also be determined. On the termination of the contracts, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

Power of Company to surrender contracts.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and after deducting from the net earnings the interest payable on capital expenditure incurred after 31st December 1907, the net receipts are divided in the proportion of nineteen-twentieths to Government and one-twentieth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—[Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore frontier) and Mysore-Nanjangud railways, 6 (*e*), (*f*) and (*h*) from 1908.]

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139 75	91,36,138	5,13,259	1,40,723	1·54	6,70,864	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,74,093	8,96,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	72	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,205	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,217	16,83,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,119	3·23	8,38,525	1,19,039	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,281	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·12
1896	296·00	1,51,08,257	15,84,981	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	29 ·00	1,51,99,757	18,80,019	7,98,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,319	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68 97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	296·36	1.60.14.879	14,33,240	4,07,791	2·55	7,22.244	1,01,860	—4,16,313	93	71·55
1902	296 22	1,60.76.009	15,97.046	5.58.082	3·47	7,21.062	1,39,538	—3,02,518	104	65·06
1903	296 22	1,623.4.903	15,35 270	5,82,298	3·59	7,20.000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59.794	15.85,324	5,63,667	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,78,981	17,90,901	6,98,051	4·24	7,20,000	1,73,863	—1,95,832	116	61·02
1906	296·22	1,65,59.502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80.428	120	61·10
1907	296·22	1,70.31,855	21,57,6·6	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86
1908	401 29	2,29,75,788	30,71,949	11,66,353	5·08	8,61,949	1,51,026	+1,50,378	147	62·03

Table I. | Table II.

N.B.—Statistics for the periods prior to 1887 will be found in the Report for 1907.

6 (*j*) Sangli railway (3′ 3⅜″ gauge)—

Details of construction—

The line (from Miraj to Sangli town) is 4·90 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905 and it was opened in 1907.

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130].

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (k)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*j*) Sangli railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 50.

Terms of contracts—

The line is worked under the following :—

An agreement (between the Sangli State and the old Southern Mahratta Railway Company) sanctioned under Government of India, Department of Commerce and Industry, No. 2724, dated the 25th March 1907.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement named above.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Sangli State.

Currency of agreement.—The agreement shall be in force for 3 years from 1st April 1907, and may be terminated thereafter at the end of any calendar half-year upon 6 months' notice in writing from either party.

Terms of working.—The expenses of working and maintaining the Madras and Southern Mahratta railway (including the worked lines) and the State railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned and the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works and the working expenses; the balance, representing the net earnings of this railway, is to be paid by the Company to the Sangli State half-yearly in such manner as may be arranged.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	4·90	1,27,770	19,585	8,011	6·27	102	59·10
1908	4·90	1,66,382	33,321	13,402	8·05	131	59·78

6(*k*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Major-General Sir Henry Green, K.C.S.I., C.B.

Secretary.—George K. Wasey, Esq.

Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51·10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

Permanent-way.—The permanent-way throughout consists of 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Terms of contracts—

The West of India Portuguese railway is worked under the following contracts:—

Contracts of—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier,

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (k)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

6(*k*) West of India Portuguese railway (3′ 3⅜″gauge)—*concld.*

Terms of contracts—*concld.*

21st August 1902 (between the old Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contracts named above.

The general conditions of the contracts are as follows:—

Government (Portuguese) aid.—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent. on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the old Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party. It has since been agreed that the period be extended to the 30th June 1912.

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working.—The West of India Portuguese and the Madras and Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New minor works' and of interest payable by the Madras and Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, *plus* 10 per cent. thereon for supervision by the Madras and Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Madras and Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Madras and Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform to those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—[Includes the Harbour works].

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	51·11	1,63,29,812	5,24,871	1,69,495	1·04	197	67·71
1904	51·10	1,64,00,303	6,84,391	2,48,378	1·51	258	63·71
1905	51·10	1,61,71,059	6,22,125	2,20,841	1·37	234	64·50
1906	51·10	1,63,13,911	6,23,616	2,08,948	1·28	234	66·49
1907	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908	51·10	1,70,71,439*	10,64,804	3,92,394	2·30	401	63·15

N.B.—Statistics for the periods prior to 1903 will be found in the Report for 1907.

	Rs.
*Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.*-8*d.* per rupee = ...	1,61,88,697
Capital expenditure from 1st January 1902, to 31st December 1907, £8,347-11-3 @ 1*s.*-4*d.* per rupee =	1,25,214
	1,63,13,911
Expenditure by Portuguese Government on Improvements	7,57,528
Total ...	1,70,71,439

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—H. Rendel, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58
(*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13
Total	741·84

Running powers—

Home line over foreign line :—

Distant signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains 0·89

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the Nizam's Guaranteed State railway proper is 330·13 miles, which may be divided into main line (Wadi Junction to the British frontier), 310·10 miles, and branches, 20·03 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66½-lb. flat-footed steel rails on steel pea-pod, Australian hard wood and sâl sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 257 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares .

The general conditions are as follows :—

Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—From 1st February 1908 the Guarantee of His Highness the Nizam's Government exists on £500,000 debentures only.

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number Main head 7. / Sub-heads (*a*) to (*c*). **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117·10	2,47,70,823	11,13,950	4,87,024	1·97	178	56·27
1886	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	205·37	3,27,45,397	15,48,891	5,52,905	1·69	143	64·30
1888	305·71	3,54,89,073	17,76,075	7,57,467	2·13	118	57·35
1889	329·20	3,59,09,620	22,57,462	7,69,208	2·14	129	65·93
1890	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	329·20	3,95,48,395	27,80,642	13,24,959	3·35	161	52·35
1893	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·08
1894	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896	330·13	4,08,24,737	33,03,522	17,28,196	4·23	191	47·69
1897	330·13	4,09,60,944	36,10,354	19,38,769	4·73	208	46·30
1898	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899	330·13	4,15,68,731	41,10,201	25,01,046	6·02	237	39·15
1900	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901	330·13	4,24,30,543	40,77,927	26,48,120	6·24	236	35·06
1902	330·13	4,28,89,527	44,06,494	26,82,533	6·25	254	39·12
1903	330·13	4,30,13,663	43,18,630	25,38,386	5·90	249	41·22
1904	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905	330·13	4,35,86,043	42,78,161	28,49,703	6·54	247	33·39
1906	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907	330·13	4,49,34,824	49,85,081	33,02,905	7·35	288	33·74
1908	330·13	4,56,07,808	46,99,296	30,15,029	6·61	255	38·96

N. B.—Statistics for the periods prior to 1885 will be found in the Report for 1907.

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was a section of the late East Coast State railway and worked by His Highness the Nizam's Guaranteed State Railways Company as a part of its own system up to December 1897 when it was transferred to the State. It was transferred back to the Company for working from the 1st January 1901.

Details of construction—

This railway is 20·58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

Permanent-way.—The line is laid with 66¼-lb. flat-footed steel rails on steel pea-pod sleepers, except at miles 317 and 318 which are laid on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5′ 6″ gauge system bear to the aggregate gross earnings for the same half-year *plus* 5 per cent of the gross earnings of the Bezwada extension railway for the use of rolling-stock, and the cost of Government Audit establishment and interest on joint works at Bezwada.

Statistics of working—

	Table I.							Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Gain or loss to the State *pertaining to each calendar year.* (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	248	43·38
1902	20·58	11,60,425	2,89,663	1,40,329	12·09	46,375	+93,954	259	51·55
1903	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904	20·58	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057	287	44·19
1905	20·58	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193	311	41·22
1906	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907	20·58	11,81,952	3,15,876	1,83,883	15·56	35,691	+1,48,192	282	41·69
1908	20·58	11,83,796	3,38,623	1,91,624	16·19	40,277	+1,51,347	316	43·41

N.B.—Statistics for the periods prior to 1901 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concld.***

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Manmad with Hyderabad and is 391·13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and 90-3, 299-8 and 364-8 and 375-9 and 385-7 and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of.—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows :—

Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open, at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	154·23	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,58,951	20,10,033	9,23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	391·13	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN STATE RAILWAY SYSTEM—**

Lines comprised in the system.—The North Western State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western State railway (5′ 6″ gauge)	3,456·66	215·31	3,671·97
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	27·49	...	27·49
(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	15·98	...	15·98
(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)	107·05	...	107·05
(*f*) Southern Punjab railway (5′ 6″ gauge)	423·75	...	423·75
(*g*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge)	152·04	...	152·04
(*h*) Kalka-Simla railway (2′ 6″ gauge)	59·44	0·45	59·89
(*i*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*j*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*k*) Dandot Light railway (2′ 0″ gauge)	6·18	...	6·18
(*l*) *Sutley Valley Railway* (5′ 6″ gauge)	...	209·46	209·46
(*m*) *Jullundur-Kapurthalla-Sultanpur* (*British section*) . } Gauge not yet finally settled.	...	6·80	6·80
(*n*) *Jullundur-Kapurthalla-Sultanpur* (*Native State section*). } Gauge not yet finally settled.	...	22·02	22·02
Total .	4,429·24	454·04	4,883·28

Running powers—

Home line over foreign line :—

	Miles
East Indian railway, Ghaziabad to Delhi, for passenger and goods trains	13·09

Foreign line over home line :—

Oudh and Rohilkhand State railway, Meerut City to Meerut Cantonment, for passenger trains only	2·75

8 (*a*) North Western State railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the North Western State railway proper is 3,456·66 miles, of which 408·36 miles are double line. This may be divided into (*1*) *the Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Kiamari), 1,407·98 miles, and branches, 893·64 miles; (*2*) *Military section, Sind Sagar*, main line (Lala Musa to Sher-Shah), 344·59 miles, and branches, 260·42 miles; (*3*) *Military section, Sind Pishin* (Ruk to Chaman), 336·03 miles; (*4*) *Military section, Mushkaf-Bolan*, main line (Sibi to Quetta), 87·58 miles, and branches, 32·72 miles; (*5*) *Military section, Quetta-Nushki* (Spezand Junction to Nushki), 82·66 miles, and (*6*) *Peshawar-Jamrood branch*, 11·04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There were 215·31 miles, single line, under construction.

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed, 68-lb. double-headed, 60-lb. bull-headed, 82-lb. double-headed and 68-lb. bull-headed; of steel rails there are 70-lb. flat-footed, 62-lb. flat-footed, 75-lb. flat-footed, 64-lb. double-headed, 68-lb. double-headed, 75-lb. double-headed, 68-lb bull-headed, 84-lb. bull-headed, 100-lb. flat-footed, 77½-lb. bull-headed, 73-lb. bull-headed and 85-lb. bull-headed. On the double line, of iron rails there are 68-lb. double-headed; of steel rails there are 68-lb. double-headed, 75-lb. flat-footed, 77½-lb. bull-headed and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 408 feet radius.

Gradients.—The ruling gradient between Kotri and Rohri, and Sibi and Ruk, is 1 in 500; between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400; between Karachi and Kotri, 1 in 189; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contracts—

Nil. The line is owned and worked by the State.

Statistics of working—

[Includes the Kohat-Thal, and Nowshera-Durgai railways.]

TABLE I.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total income (column 5+column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(10)	(11)	(12)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.
1886	1,950·78	36,09,90,705	2,53,60,901	1,19,92,839	3·32	.....	1,19,92,839	3·32	1,14,07,148	53,00,793	—47,15,042
1887	2,398·79	38,37,70,872	2,10,03,388	57,77,585	1·51	.....	57,77,585	1·51	1,01,56,779	80,30,322	—1,24,09,516
1888	2,441·73	39,71,81,200	2,57,79,305	83,66,598	2·11	.....	83,66,598	2·11	1,09,18,938	83,45,756	—1,08,98,096
1889	2,442·10	40,94,31,003	2,82,06,820	1,02,84,741	2·51	.....	1,02,84,741	2·51	1,13,76,516	83,98,768	—94,90,543
1890	2,465·78	41,83,37,620	2,73,99,035	1,02,57,601	2·45	.....	1,02,57,601	2·45	1,16,66,585	74,54,323	—88,63,307
1891	2,465·99	42,15,91,441	3,25,78,365	1,21,32,521	2·88	.....	1,21,32,521	2·88	1,20,67,542	80,05,299	—79,40,320
1892	2,526·06	43,00,61,140	2,64,35,665	94,50,960	2·20	.....	94,50,960	2·20	1,24,26,030	89,84,076	—1,19,59,146
1893	2,573·23	43,99,74,651	2,92,68,732	97,97,643	2·23	.....	97,97,643	2·23	1,27,61,682	90,98,545	—1,20,62,584
1894	2,524·21	45,06,76,315	3,23,14,097	1,28,25,181	2·85	.....	1,28,25,181	2·85	1,24,63,279	1,03,59,245	—99,97,343
1895	2,575·90	46,66,84,932	3,52,18,382	1,64,46,998	3·53	.....	1,64,46,998	3·53	1,35,01,193	1,03,17,385	—73,71,580
1896	2,713·91	48,10,61,362	2,94,41,749	1,18,86,409	2·47	.....	1,18,86,409	2·47	1,42,35,427	96,43,588	—1,19,92,606
1897	2,817·02	49,07,95,756	3,20,03,448	1,49,78,897	3·05	.....	1,49,78,897	3·05	1,45,40,298	90,95,191	—86,56,592
1898	2,817·64	49,65,81,389	3,76,01,912	1,85,74,360	3·74	.....	1,85,74,360	3·74	1,50,41,459	86,35,849	—51,02,948
1899	2,944·80	50,27,26,360	3,52,21,759	1,60,89,223	3·20	.....	1,60,89,223	3·20	1,50,40,201	85,61,406	—75,12,384
1900	3,005·67	50,85,96,682	3,15,22,237	1,32,19,151	2·60	.....	1,32,19,151	2·60	1,54,25,164	85,76,682	—1,07,82,695
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	1,73,653	2,05,30,124	3·98	1,55,93,807	86,02,222	—36,65,905
1902	3,147·45	52,81,86,554	4,22,19,937	1,73,70,094	3·29	41,522	1,74,11,616	3·30	1,60,21,945	85,81,455	—71,91,784
1903	3,255·74	53,53,09,487	4,93,83,876	2,50,98,517	4·67	90,308	2,50,98,825	4·69	1,63,40,061	85,77,430	+1,81,334
1904	3,317·54	55,14,60,717	6,16,56,310	3,22,92,909	5·86	2,30,678	3,25,23,587	5·90	1,69,17,362	85,77,430	+70,28,795
1905	3,400·83	57,66,87,197	5,86,74,943	2,90,52,383	5·04	4,43,110	2,94,95,493	5·11	1,76,38,[illegible]	85,77,430	+32,79,427
1906	3,503·69	60,67,74,838	6,18,66,041	2,93,40,919	4·84	5,67,842	2,99,08,761	4·93	1,87,21,081	85,77,430	+26,10,250
1907	3,555·45	62,90,60,480	6,95,60,262	3,34,45,961	5·32	7,75,023	3,42,20,984	5·44	1,52,63,922	85,77,430	+1,03,79,632
1908	3,554·86	67,16,67,496	5,52,01,529	90,44,344	1·35	6,47,045	96,95,389	1·44	1,76,84,252	85,77,430	—1,65,66,293

TABLE II.

Calendar year.	Commercial section.		Military section.		Entire line.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(1)	(2)	(3)	(4)	(5)	(6)
	Rs.		Rs.		Rs.	
1886	...	...	...	...	261	52·49
1887	...	...	...	...	182	72·33
1888	...	...	...	...	202	67·37
1889	...	...	...	...	224	63·35
1890	290	56·53	90	107·75	219	62·36
1891	283	54·95	88	110·72	261	62·98
1892	344	55·60	88	122·41	208	64·25
1893	280	55·58	79	131·08	230	66·53
1894	313	60·20	69	122·71	253	60·31
1895	347	53·11	76	122·95	274	53·30
1896	379	46·79	75	116·14	220	59·55
1897	292	54·68	75	97·77	225	54·38
1898	302	49·70	72	93·76	236	50·60
1899	354	45·98	63	101·26	256	50·60
1900	326	47·73	58	123·43	232	54·32
1901	275	52·34	60	107·61	202	58·02
1902	350	45·41	69	99·55	255	50·32
1903	360	53·63	67	112·42	262	58·62
1904	421	44·42	65	106·94	294	49·36
1905	519	42·29	75	113·47	361	47·60
1906	483	46·65	75	94·82	338	50·46
1907	495	48·22	77	101·07	343	52·57
1908	540	47·08	78	112·58	377	51·87
	415	76·71	81	148·06	298	83·58

N.B.—Statistics for the periods prior to 1886 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8(*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Details of construction—

This line, from Amritsar *vid* Tarn Taran to Patti, is 27·49 miles long. It was sanctioned in 1905 and opened in 1906.

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not yet been ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 2,292 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The railway is worked under the following contract :—

Contract of—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—A rebate is allowed up to 45 per cent of the gross earnings from traffic (except the earnings derived from the carriage of stores) interchanged between the North Western State railway and the Amritsar-Patti railway so as to make up an amount equal to interest for the year at a rate of 5 per cent per annum on the actual capital expenditure *plus* Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

Currency of contract.—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company nor be less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 45 per cent of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . .	27 49	11,90,964	15,368	8,452	0·71	69	45·00
1907 . .	27·49	14,19,465	1,61,280	88,704	6·25	113	45·00
1908 . .	27·49	14,87,400	1,79,161	98,703	6·63	126	45·00

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15·98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent. of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent. per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western State railway from traffic interchanged with this section.

Currency of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western State railway works and maintains the line for 55·5 per cent. of its gross earnings, which includes both hire of necessary locomotives and rolling-stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western State railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western State railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western State railway.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western State railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 .	15·92	9,62,284	54,881	24,422	2·54	9,258	33,680	3·50	66	55·50
1904 .	15·99	9,62,208	56,231	25,023	2·60	8,655	33,678	3·50	68	55·50
1905 .	15·98	9,62,208	66,842	29,745	3·09	4,540	34,285	3·56	80	55·50
1906 .	15·98	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907 .	15·98	9,79,109	80,172	35,677	3·64	—684	34,993	3·57	96	55·50
1908 .	15·9·	9,93,606	85,390	37,999	3·82	...	37,999	3·82	103	55·50

N.B.—Statistics for the periods prior to 1903 will be found in the Report for 1907.

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Details of construction—

This railway is 78·65 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western State railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western State railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent. of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{5}$th and $\frac{4}{5}$ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1901 . .	78·66	43,10,406	2,02,297	91,034	2·11	The decrease in capital outlay in 1903 was due to credits.	68	55·00
1902 . .	78·66	43,24,799	4,05,005	1,82,252	4·21		99	55·00
1903 . .	78·66	41,19,964	3,15,026	1,41,762	3·44		77	55·00
1904 . .	78·66	41,19,634	3,46,059	1,55,727	3·78		85	55·00
1905 . .	78·66	41,22,517	5,15,007	2,31,753	5·62		126	55·00
1906 . .	78·65	41,70,608	6,44,063	2,89,829	6·95		157	55·00
1907 . .	78·65	41,81,658	6,45,356	2,90,410	6·94		158	55·00
1908 . .	78·65	41,86,647	6,24,593	2,81,067	6·71		153	55·00

8(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Details of construction—

This railway is 107·05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western State railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western State railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western State railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent. of the gross earnings to end of 1903 and 52 per cent. thereafter.

Rates and fares.—Rates and fares as in force on the North Western State railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	107·05	67,05,785	6,79,520	3,05,784	4·56	122	55·00
1900	107·05	67,05,785	6,93,804	3,12,211	4·66	125	55·00
1901	107·05	67,10,823	8,60,642	3,87,289	5·77	155	55·00
1902	107·05	67,12,977	8,40,947	3,78,426	5·64	151	55·00
1903	107·05	67,16,890	9,64,002	4,33,801	6·46	173	55·00
1904	107·05	67,23,431	10,67,925	5,12,604	7·62	192	52·00
1905	107·05	67,18,831	12,53,390	6,01,628	8·95	225	52·00
1906	107·05	68,02,580	11,87,134	5,69,825	8·38	213	52·00
1907	107·05	68,14,790	14,80,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

8(*f*) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E., M.I.C.E.

Secretary.—Urban Broughton, Esq.

Offices.—70, Cornhill, London, E. C.

The railway runs from Delhi, *viâ* Bhatinda, to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *viâ* Ambala and Lahore.

Details of construction—

The mileage amounts to 423·75 miles, which may be divided into main line (Delhi to Samasata), 400·37 miles, and branch, 23·38 miles. The main line was opened through in 1897.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" Extension, 8 (*g*).

The general conditions of the contracts are as follows :—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western State railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western State railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*f*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent of the gross earnings. Surplus profits in excess of 3¾ per cent per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western State railway takes all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western State railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

	TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. S. ry., (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1897 .	399·80	1,99,68,812	1,61,038	77,298	0·39	+19,942	97,240	0·54	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	52	52·00
1898 .	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49		74	52·00
1899 .	423·18	2,26,68,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48		73	52·00
1900 .	423·93	2,26,57,063	16,36,280	7,89,360	3·48	+ 3,562	7,92,922	3·50		74	52·00
1901 .	423·93	2,25,70,731	24,96,333	11,98,240	5·31	—1,73,653	10,24,587	4·54		113	52·00
1902 .	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—41,522	8,90,418	3·90		88	52·00
1903 .	425·33	2,28,27,906	21,59,158	10,36,396	4·54	—90,308	9,46,088	4·14		98	52·00
1904 .	425·33	2,29,43,454	27,47,412	13,18,772	5·74	—2,30,678	10,83,094	4·74		124	52·00
1905 .	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,43,110	13,04,269	5·66		165	52·00
1906 .	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,67,842	14,32,346	6·19		183	52·00
1907 .	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,023	16,42,955	7·09		228	52·00
1908 .	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,47,045	14,86,149	6·37		202	52·00

8(*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—

Details of construction—

The open mileage, from Ludhiana, *viâ* Ferozepore, to McLeod Ganj is 152·04 miles. This extension was sanctioned in 1903 and opened through in 1906.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [8 (*f*)], except as follows :—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western State railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana Extension, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the net earnings of the Company in respect of the Ludhiana Extension will make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western State railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 . .	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906 . .	155·05	79,33,781	6,29,557	3,02,187	3·81	+33,318	3,35,505	4·23	83	52·00
1907 . .	152·04	83,43,814	8,98,142	4,31,108	5·17	+31,163	4,62,271	5·54	112	52·00
1908 . .	152·04	87,92,087	8,31,931	3,99,327	4·54	+16,826	4,16,153	4·73	105	52·00

8 (*h*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000, the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western State railway administration with effect from the 1st January 1907.

Details of construction—

The line is 59·44 miles long. Its construction was sanctioned in 1898 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Terms of contract—*Nil.* The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.				Rs.	
1906 . . .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,655	−2,83,530	247	59·82
1907 . . .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	−1,78,295	300	56·22
1908 . . .	59·44	1,83,44,085	9,64,623	2,90,131	1·58	5,67,129	−2,76,998	312	69·92

N.B.—Statistics for the periods prior to 1906 will be found in the Report for 1907.

8(*i*) Kohat-Thal railway (2′ 6″ gauge)—

Details of construction—

The line is 61·75 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903. Originally the 2′ 6″ gauge connection was from Khushalgarh, from which place to Kohat the line has been converted into 5′ 6″ gauge and merged in the North-Western State railway proper in 1908. The Kohat-Thal railway is also under conversion.

Permanent-way.—The line is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

APPENDIX 38—*contd.*

History of railways constructed and in progress.
[For Index see page 130.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*concld.***

8 (*i*) Kohat-Thal railway (2′ 6″ gauge)—*concld.*

Details of construction—concld.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—*Nil.* The line is owned and worked by the State.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.			Rs.	
1902	29·70	49,49,378	29,225	9,388	0·19	31	67·88
1903	91·73	56,70,700	1,33,533	—99,560	...	34	174·56
1904	91·73	60,16,204	1,61,437	—1,97,565	...	34	222·38
1905	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906	91·73	61,72,723	2,39,257	—1,04,516	...	50	143·68
1907	91·73	61,72,701	2,28,189	—1,69,984	...	48	174·49
1908	61·75	42,64,510	1,06,963	—3,50,398	...	33	427·59

8(*j*) Nowshera-Durgai railway (2′ 6″ gauge)—

Details of construction—

This railway is 40·25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 477 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract.—*Nil.* The railway is owned and worked by the State.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902	40·25	24,92,716	1,06,949	—55,905	...	51	152·27
1903	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904	40·25	25,08,059	1,45,118	3,931	0·16	69	97·29
1905	40·25	25,53,071	1,41,656	—11,574	...	68	109·17
1906	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907	40·25	25,76,543	1,73,232	9,924	0·39	83	94·27
1908	40·25	25,99,122	1,98,567	28,729	1·10	95	85·53

8 (*k*) Dandot Light railway (2′ 0″ gauge)—

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery which is worked for the benefit of the railway only. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Details of construction—

The line is 6·18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contract.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included in the accounts of the Dandot colliery.

8 (*l*) Sutlej Valley railway (5′ 6″ gauge)—

This railway, which will run from Kasur to Lodhran, will be 209·46 miles long. Its construction was sanctioned in 1908.

8 (*m*) Jullundur-Kapurthalla-Sultanpur (British section)—

This line, which will be 6·80 miles long, has not yet been commenced, nor has the gauge been settled.

8 (*n*) Jullundur-Kapurthalla-Sultanpur (Native State section)—

The Native State section will be 22·02 miles long. The same remarks apply to this as are made against the British section.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—**

Lines comprised in the system.—The Oudh and Rohilkhand State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand State railway (5′ 6″ gauge)	1,221·42	105·53	1,326·95
(3′ 3⅜″ gauge)	1·81	...	1·81
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,334·87	105·53	1,440·40

Running powers—

	Miles.
Home line over Foreign line :—	
Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only	13·00
Meerut City to Meerut Cantonment, North Western State railway, for passenger trains only	2·75
Total	15·75
Foreign lines over Home line :—	
Great Indian Peninsula railway at Cawnpore, for passenger and goods trains	0·86
" " " " Cawnpore to Lucknow, for passenger trains only	44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only	10·00
	55·49
Bengal and North Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge) — for passenger and goods trains	79·60
	1·81
" " " " Benares Cantonment to Benares City — for passenger and goods trains	0·52
Rohilkund and Kumaon railway, over Ramgunga bridge between Bareilly and Basharatganj — for passenger and goods trains	0·40
" " " " " " Dalpatpur and Moradabad — for passenger and goods trains	
	82·33

9(*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only.

Details of construction.—

The total open mileage of the railway is 1,223·23 miles. This may be divided into (1) Main line (Moghal Sarai to Saharanpur), 518·49 miles ; (2) Benares-Lucknow loop, 199·03 miles ; (3) Bareilly-Moradabad loop, 70·50 miles ; and (4) branches, 433·40 miles ; and (5) 1·81 miles of 3′ 3⅜″ gauge at Benares.

First sanction to construction was given in 1864. The main line *viâ* Rae Bareli was opened through in 1898. The Benares-Lucknow loop was opened through in 1874 and the Bareilly-Moradabad loop in 1873.

There are 105·53 miles under construction.

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails. During the years 1907 and 1908, 75 miles of the relaying on the main line from Lucknow towards Saharanpur was completed. The Benares-Lucknow loop is laid throughout with 75-lb. flat-footed steel rails. On most of the branches the greater part of the rails are 75-lb. flat-footed steel. On the Ajodhya Ghat, Bahramghat, Madhoganj and Kotdwara branches they are partly 60-lb. flat-footed iron and partly 60-lb steel rails. The portions of the Bareilly-Moradabad loop and Aligarh branch which were previously laid with 60-lb. flat-footed steel rails are now being relaid with the secondhand 75-lb. flat-footed steel rails removed from the main line.

The sleepers are of the following types :—stamped steel bowls, cast-iron pots, steel trough transverse and wood (sâl, deodar, jarrah, teak, pine and New South Wales hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara and Aligarh branches and Bareilly-Moradabad loop.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branch as and a portion of the Allâhabad-Jaunpur railway.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except for the Kotdwara branch where it is 1 in 100 and for the Lhaksar-Saharanpur section of the main line where it is 1 in 150.

Terms of contract—

Nil. The railway is owned and worked by the State.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*contd.*

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—[Includes the Cawnpore-Burhwal (3′ 3⅜″ gauge) link, 9(*c*).]

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.							TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889	692·55	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	—7,67,822	209	44·24
1890	692·55	9,27,89,260	73,81,396	37,54,478	4·05	44,23,109	—6,68,631	205	49·14
1891	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+2,16,792	238	42·29
1892	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	—2,63,082	237	41·28
1893	741·11	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	—4,84,005	239	42·44
1894	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	—5,75,063	262	45·47
1895	797·18	10,65,05,148	1,02,94,880	52,55,948	4·93	64,26,370	—11,70,422	248	48·95
1896	830·15	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	—17,79,822	209	49·97
1897	891·97	11,44,19,239	85,15,856	36,96,778	3·23	59,77,486	—22,80,708	186	56·59
1898	1,030·36	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	—5,68,520	190	46·12
1899	1,030·36	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,292	+1,01,393	208	45·45
1900	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,28,185	—6,36,458	209	51·44
1901	1,118·94	12,89,85,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902	1,119·24	13,66,82,842	1,31,65,792	64,11,336	4·69	64,79,103	—67,767	230	51·30
1903	1,180·79	14,54,28,164	1,39,49,922	72,31,862	4·97	68,40,953	+3,90,909	232	48·16
1904	1,237·65	14,96,63,929	1,52,96,206	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905	1,244·65	15,37,92,919	1,53,85,913	63,43,667	4·12	71,68,431	—8,24,764	238	58·77
1906	1,292·16	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	+2,49,721	249	52·54
1907	1,302·83	16,40,20,116	1,81,93,069	65,62,413	4·00	70,99,564	—5,37,151	269	63·93
1908	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,73,210	—24,44,057	239	68·88

N.B.—Statistics for the periods prior to 1889 will be found in the Report for 1907.

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Details of construction—

This railway is 32·04 miles long. Its construction was sanctioned in 1896 and it was opened in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sâl and Australian sleepers.

Ballast.—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract :—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land was provided free of charge.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*concld.*

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of contract.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., nor is less than, the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one and a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand State railway.

Statistics of working—

	Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs		Rs.	Rs.	Rs.		Rs.	
1900 .	32·04	25,67,093	1,60,485	80,243	3·13	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	115	50·00
1901 .	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254		128	50·00
1902 .	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597		152	50·00
1903 .	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050		158	50·00
1904 .	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514		158	50·00
1905 .	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574		188	50·00
1906 .	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684		201	50·00
1907 .	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731		232	50·00
1908 .	32·04	29,44,092	3,76,334	1,88,167	6·39	88,185	49,991	+49,991		226	50·00

9 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Details of construction—

The link is 79·60 miles long. Its construction was sanctioned in 1894 and it was opened through in 1897.

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand State railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand State railway 80 per cent., which has, with effect from the 1st July 1905, been reduced to 75 per cent., of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand State railway [9(*a*)].

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M. P.
Secretary—V. E. deBroë, Esq, M.I.C.E.
Offices.—91 York Street, Westminster, S. W.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the late Madras railway with branches, and the Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, which were worked by the late Madras Railway Company up to the 31st December 1907, were taken over by the South Indian Railway Company, who from the same date made over to the amalgamated Madras and Southern Mahratta Railway Company their 3′ 3⅜″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur and obtained running powers over the Madras-Bangalore section. The Shoranur-Cochin Native State line was also transferred from the late Madras Railway Company to the South Indian Railway Company for working from the same date.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	876·80	13·88	890·68
(*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*d*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*e*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(*h*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)	50·48	...	50·48
(*i*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)	57·98	...	57·98
(*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)	18·53	...	18·53
(*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
(*l*) *Salem-Attur railway (5′ 6″ gauge)*	...	36·06	36·06
Total	1,694·68	49·94	1,744·62

Running powers—

Home line over foreign line.—

	Miles.
Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains	219·00

10 (*a*) South Indian railway (5′ 6″ gauge)—

Details of construction—

The South Indian 5′ 6″ gauge railway is the portion of the late Madras railway taken over with a total length of 445·94 miles, which may be divided into *Main line*, Jalarpet to Mangalore, 417·72 miles; and *Branches*, (1) Podanur to Mettupalaiyam, 25·75 miles, and (2) Olavakkot to Palghat, 2·47 miles.

The main line was sanctioned for construction between 1854 and 1857 and opened to Calicut in 1888, to Azhikal in 1904 and to Mangalore in 1907.

Permanent-way.—The rails are 75-lb. and 80-lb. bull-headed steel, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, sâl and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Cannanore and Azhikal 1 in 100; between Azhikal and Mangalore 1 in 90; between Podanur and Mettupalaiyam, 1 in 80; and between Olavakkot and Palghat, 1 in 106.

Terms of contract—

Up to the 31st December 1907 the line was worked by the late Madras Railway Company as an integral part of their railway. With effect from the 1st January 1908 it was made over to the South Indian Railway Company to be worked as an integral part of their undertaking under the terms of a contract which is under consideration between the Secretary of State and the Company.

Statistics of working.—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs		Rs.	
1908	445·94	6,42,27 971	57,25,148	25,25,034	3·93	247	55·90

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the South Indian 3′ 3⅜″ gauge railway amounts to 876·80 miles; which may be divided into *Main line* (Madras to Tuticorin) 446·39 miles and *Branches*, 430·41 miles.

Main line was sanctioned for construction in 1859 and opened in 1879.

In addition to the above there are 13·88 miles under construction or sanctioned for construction.

Permanent-way.—The rails in use are 50-lb. and 52-lb bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sâl, pynkado, west coast teak, jarrah and irul wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Danishkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

1908 (not yet formally executed between the Secretary of State and the South Indian Railway Company) relating to the section of line taken over from the late Madras railway.

The general conditions of the contracts are as follows :—

Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

	£
* Company's stock at date of purchase ...	3,208,280
Premium	989,277
	4,197,557

Currency of contract.—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the railway there will be deducted—

(*i*) the working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government);

(*ii*) payment to Government of the equivalent in rupees of interest at—

(*a*) 3 per cent. on £1,000,000, the Company's capital;

(*b*) 4½ per cent. on £425,000, the irredeemable debenture stock of the old Company;

(*c*) 3½ per cent. on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and

(*d*) 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts;

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10(*b*) South Indian railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working—concld.

(*iii*) 15½ lakhs of rupees as being the sum which is considered the fair equivalent of the net additional earnings expected to be received by the Company, consequent on the transfer to it of the portion of the late Madras railway ; and

(*iv*) such a sum on account of the rebate payable by the Madras and Southern Mahratta Railway Company, as will represent 25 per cent. of the income, which will be derived from the traffic interchanged between the Madras-Bangalore and Jalarpet-Mangalore sections.

And the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each, capital expended on and after, but not before, 1st January 1908 on the lines transferred to the South Indian railway being added to the capital account of the South Indian railway save and except capital expended on the Nilgiri railway which shall not be so included even if incurred after the 1st January 1908.

Rates and Fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—[Includes the South Indian (5′ 6″), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, 10 (*a*), (*c*), (*j*) and(*k*) from 1908.]

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	900·76	7,72,11,806	70,36,756	24,29,625	3·15	35,89,726	70,901	—12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,53,591	3·65	39,51,093	76,586	—11,74,088	137	63·01
1893	1,041·51	7,63,31,043	80,92,415	31,15,918	4·08	38,58,152	1,41,676	—8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,55,059	—11,53,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,60,599	—6,41,190	165	56·29
1896	1,041·59	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	—3,19,344	165	54·98
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	+ 82,823	170	53·20
1898	1,017·88	7,45,21,873	84,67,581	38,35,527	5·15	37,49,521	2,66,184	—1,80,178	157	54·70
1899	1,030·53	7,53,12,929	84,74,461	39,83,540	5·29	36,38,393	3,01,776	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,825	43,97,916	5·76	36,62,994	3,68,699	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,736	5,43,890	+11,47,550	188	46·62
1902	1,123·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,33,246	+13,36,055	189	46·10
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,06,079	7,89,547	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,790	8·24	40,55,602	7,16,725	+21,90,463	214	44·35
1905	1,123·05	8,62,95,191	1,29,34,476	65,77,330	7·62	40,05,713	6,30,603	+19,41,014	221	49·15
1906	1,130·00	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,722	4,94,281	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,813	7·91	38,76,608	6,71,818	+26,21,387	240	49·22
1908	1,395·61	15,07,19,882	2,04,61,326	94,20,016	6 25	29,53,099	6,98,860	+57,68,057	282	53·96

N. B.—Statistics for the periods prior to 1891 will be found in the Report for 1907.

10 (*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14·65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10(*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The railway is worked under the following contract :—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, *plus* 5 per cent. of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line revenue stores and stores and workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	14·45	7,25,344	27,685	9,037	1·25	37	67·36
1900	14·65	7,29,715	24,608	9,478	1·30	32	61·48
1901	14·65	7,23,786	30,450	13,314	1·84	40	56·28
1902	14·65	7,23,786	32,736	14,619	2·02	43	55·34
1903	14·65	7,23,786	38,933	19,864	2·74	51	48·98
1904	14·65	7,23,786	36,945	—29,432	...	48	179·66
1905	14·65	7,23,786	36,922	4,406	0·61	48	88·07
1906	14·65	7,23,786	39,035	—4,420	...	51	111·32
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·96	58	67·32

N.B.—Statistics for 1898 will be found in the Report for 1907.

10 (*d*) Nilgiri railway (3′ 3⅜″ gauge)—

The Nilgiri railway was originally registered as a Company on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by Government.

Details of construction—

The open mileage of this railway is 28·96 miles, divided into (*i*) *Rack section* (Mettupalaiyam to Coonoor) 16·99 miles and (*ii*) *Adhesion section* (Coonoor to Ootacamund) 11·97 miles. (*i*) was sanctioned in 1892 and was opened in 1899 and (*ii*) was sanctioned in 1903 and opened in 1908.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Terms of contract—

The railway is the property of the State and was worked by the old Madras Railway Company up to the 31st December 1907 on behalf of the State. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking under the terms of a contract which is under consideration between the Secretary of State and the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*d*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,36,030	42,991	0·63	223	87·21

N.B.—Statistics for the periods prior to 1908 will be found in the Report for 1907.

10(*e*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Details of construction—

The line is 7·85 miles long. Its construction was sanctioned in 1878 and it was opened in 1879.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers and with 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 12 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking, including the Pondicherry railway.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Mile.	Rs.	Rs.	Rs.		Rs.	
1899	7·80	5,68,543	45,305	21,627	3·80	112	52·26
1900	7·85	5,68,543	46,737	23,193	4·08	115	50·38
1901	7 85	5,68,543	60,174	32,366	5·69	147	46·21
1902	7·85	5,68,543	70,478	37,960	6·68	173	46·14
1903	7·85	5,68,543	73,416	44,258	7·78	180	39·72
1904	7·85	5,68,543	60,119	33,662	5·92	147	44·01
1905	7·85	5,68,543	58,414	29,827	5·25	143	48·94
1906	7·85	5,68,543	55,026	24,536	4·32	135	55·41
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,018	35,880	6·31	189	53·41

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (l)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

Details of construction—

The railway is 64·75 miles long and connects Shoranur with Ernakulam. It was sanctioned in 1899 and opened in 1902.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818·57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contract—

The Shoranur-Cochin railway is the property of the Cochin State and was worked by the old Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company for working under an agreement which is under consideration between the Cochin State and the South Indian Railway Company.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	64·75	63,66,301	1,34,845	73,299	1·15	69	45·64
1903	64·75	64,41,390	3,52,964	1,98,023	3·07	105	43·90
1904	64·75	67,88,610	3,92,782	1,94,244	2·86	117	50·55
1905	64·75	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906	64·75	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907	64·75	69,34,602	4,17,179	1,35,752	1·96	124	67·46
1908	64·75	69,44,148	4,44,076	2,00,352	2·89	132	54·88

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway, or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways, for which Government are unable to find the money immediately, when the District Board has raised sufficient capital from its cess.

Details of construction—

The open mileage (Mayavaram to Arantangi), including the quarry branch, is 103·36 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903. Quarry branch was opened in 1906.

Permanent-way.—The line is laid with first class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second class iron rails on sâl, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract:—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent. per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which percentage shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), *plus* 5 per cent. of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1900 . . .	54·08	26,50,776	2,32,280	97,782	3·69	1,02,734	—4,952	83	57·90
1901 . . .	54·08	32,17,511	2,90,637	1,35,765	4·22	1,38,841	—3,076	103	53·29
1902 . . .	71·11	38,18,202	3,08,879	1,46,764	3·84	1,63,157	—16,393	103	52·48
1903 . . .	99·46	45,70,190	3,90,747	2,09,167	4·58	1,97,476	+11,691	106	46·47
1904 . . .	99·46	46,32,763	5,24,490	2,61,364	5·64	2,25,868	+35,496	101	50·17
1905 . . .	99·46	47,33,090	5,86,680	2,65,302	5·61	2,42,754	+22,548	113	54·78
1906 . . .	103·36	47,98,375	6,01,066	2,32,833	4·85	2,34,646	—1,813	116	61·26
1907 . . .	103·36	47,86,554	6,33,181	2,86,169	5·98	2,07,676	+78,493	118	54·80
1908 . . .	103·36	48,05,786	6,87,571	2,77,134	5·77	2,28,463	+48,671	128	59·69

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

10 (*h*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line is 50·48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract :—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Government guarantee interest at 3¼ and 3½ per cent. on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them, had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-head (a) to (l)}}$ **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*h*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year. British section.	Mileage open at end of each year. Native State section.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. British section.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. Native State section.	Gross earnings.	Net earnings.	Percentage of net earnings to total capital outlay given in columns (4) and (5).	Interest charges. British section.	Interest charges. Native State section.	Gain or loss *pertaining to each calendar year.* British section. South Indian Railway Company.	Gain or loss *pertaining to each calendar year.* British section. State.	Gain or loss *pertaining to each calendar year.* Native State section.	TABLE II. (Including the Native State section.) Earnings per mile per week.	TABLE II. (Including the Native State section.) Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·05	...	31,64,655	75,81,838	47,210	26,039	0·24	1,15,306	2,30,014	...	—89,267	—2,30,014	81	44·84
1903	49·50	0·43	38,46,098	1,01,18,508	1,68,379	99,038	0·71	1,21,989	3,14,967	—15,596	—80,817	—2,41,505	101	41·18
1904	50·40	57·98	40,10,486	1,15,98,498	3,05,764	1,49,690	0·96	1,39,945	3,95,455	—16,145	—91,408	—2,78,157	85	51·04
1905	50·48	57·98	43,40,925	1,17,84,078	4,86,757	2,49,307	1·55	1,44,178	3,32,112	—13,234	+5,038	—2,18,787	86	48·78
1906	50·48	57·98	43,62,235	1,18,26,747	4,97,643	2,22,479	1·37	1,45,163	3,86,240	—13,939	—56,715	—2,38,270	88	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,97,098	3,04,860	1·88	1,50,213	3,97,953	—10,269	—54,916	—1,78,121	106	48·94
1908	50·48	57·98	43,89,979	1,17,98,653	6,42,077	2,93,380	1·81	1,51,598	3,99,756	—10,481	—59,438	—1,88,055	114	54·31

10 (*i*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)—

Details of construction—

The Native State section is 57·98 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Ponalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Ponalur is 1 in 100 and between Ponalur and Shencottah 1 in 50.

Terms of contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) (British section) [10 (*h*)].

Statistics of working—

See under British section [10 (*h*)].

10 (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

Details of construction—

The railway is 18·53 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1906.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is the property of the State and was worked by the old Madras Railway Company up to the 31st December 1907 on behalf of the State. With effect from the 1st January 1908, it was made over to the South Indian Railway Company for working as an integral part of their undertaking under the terms of a contract which is under consideration between the Secretary of State and the Company.

Statistics of working—

Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	18·53	8,99,999	37,145	3,769	0·45	39	89·85

N.B.—Statistics for the periods prior to 1908 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*concld.*

10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Details of construction—

The railway is 25·38 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1905.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The same remarks apply as in the case of the Morappur-Dharmapuri railway [10 (*j*)].

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 .	25·38	10,87,305	53,682	1,233	0·11	41	97·70

N.B.—Statistics for the periods prior to 1908 will be found in the Report for 1907.

10(*l*) Salem-Attur railway (5′ 6″ gauge)—

The railway will be 36·06 miles long. It was sanctioned in 1903 as a famine feeder line; but the commencement of work has not yet been authorised.

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$ **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—

Chairman.—Sir F. R. Upcott, K.C.V.O., C.S.I.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, Bishopsgate Street within, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34·90 miles, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Details of construction—

The total length of the line is 775·28 miles which may be divided into (1) main line (Chittagong to Tinsukia), 576·61 miles, and (2) branches, 194·23 miles, including the length between Noakhali and Shaheb Ghatta, 4·44 miles, which has been closed to traffic and will probably be dismantled. The main line was opened through to Tinsukia in 1903.

Besides the above 35·32 miles were sanctioned for construction, of which 19·32 miles are actually under construction.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali branch is laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Laksam and Chanhpur, Gauhati Ghat and Gauhati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauhati and Tinsukia, 1 in 100; between Laksam and Noakhali, 1 in 200; between Laksam and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150.

Terms of contracts—

The Assam-Bengal railway is worked under the following contracts:—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 11}{\text{Sub-head } (a)}$. **ASSAM-BENGAL RAILWAY** (3′ 3¾″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the contracts are :—

Government aid.—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.

Terms of contract.—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings), are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, limited to one per cent of net earnings. With effect from 2nd-half of 1907 the second bonus to subscribers has been fixed at a minimum of 25 per cent of deposits, irrespective of the condition that the bonus should be restricted to one per cent of net earnings ;

(2) The equivalent in rupees of interest paid on debenture capital ; provided that if the Company's share capital is not less than $\frac{8}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital ;

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital ; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds $\frac{8}{11}$ths of the total capital expenditure for the time being the rate of interest on the amount of the excess to be subject to agreement ;

and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary the rates.

Statistics of working—

Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1895	129·49	4,27,47,293	2,14,426	—8,047	...	13,95,636	—14,03,683	64	103·75
1896	285·90	5,59,03,217	6,18,785	33,238	0 06	23,73,034	—23,39,796	71	94·63
1897	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065	63	92·71
1898	379·25	8,32,11,758	13,03,124	54,551	0·07	24,45,275	—23,90,724	83	95·83
1899	434·66	9,45,26,273	16,19,646	3,22,704	0·37	28,63,084	—25,40,380	75	80·08
1900	456·26	10,31,71,809	17,09,955	3,64,364	0·38	33,31,390	—29,67,026	75	78·69
1901	589·21	11,17,19,504	21,34,252	4,56,654	0·44	35,06,252	—30,49,598	70	78·60
1902	589·21	11,87,04,959	20,96,058	2,54,418	0·23	38,08,387	—35,53,969	68	87·86
1903	740·38	12,40,28,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487	71	81·43
1904	740 38	12,60,09,639	29,53,962	1,05,390	0·08	41,66,535	—40,61,145	77	96·43
1905	740·38	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691	88	96·32
1906	775·28	13,25,20,704	42,20,064	4,27,858	0·30	44,53,682	—40,25,824	104	89·86
1907	775 28	13,49,01,242	43,90,137	6,40,254	0·47	37,92,277	—31,52,023	122	86·91
1908	775 28	13,90,59,050	46,96,729	*53,309	0·04	42,64,794	—41,11,485	117	98·87

* The decrease in net earnings is due to the heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I., R.E.

Managing Director.—Alexander Izat, Esq., C.I.E., M.I.C.E.

Offices.—237, Gresham House, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,016·73	169·44	1,186·17
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	774·69	1·07	775·76
Total	1,791·42	170·51	1,961·93

Running powers—

Home line over Foreign lines—

		Miles.
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway		34·57
Benares Cantonment to Benares City, Oudh and Rohilkhand State railway (3′ 3⅜″ gauge)		1·81
	Total ...	84·81

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the railway is 1,016·73 miles.

This may be divided into main lines : (1), Sonepore to Burhwal, 274·75 miles ; (2), Bhatni to Benares, 99·00 miles and (3), Aunrihar to Chand-deara Ghat, 95·75 miles ; and branches, 547·23 miles. First section of the main line was sanctioned in 1882 and it was opened throughout in 1885.

Besides the above 169·44 miles were sanctioned, or under construction, of which 35·50 miles, Benares *via* Madho Singh to Mirzapur Ghat, have, since the close of the year, been opened.

Permanent-way.—The main line between Sonepore and Burhwal is laid with 50-lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab lines are laid with 50-lb. steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various river ghat lines the gradients are steeper.

Terms of contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts :—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1894.—Contract, supplemental to those of 1882 and 1886, providing for the Revelganj, Manjhi Ghat (Bahramghat), Burhwal, Tulsipur, Katarnian Ghat and Turtipar branches of the Company's railway, and for the exercise of running powers over the Cawnpore-Burhwal (3′ 3⅜″ gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1894, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

24th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North-Western Railway Company after the expiration, on the 31st December 1 904, of the contract of 1890.

7th October 1907.—Contract, supplemental to those of 1882, 1886, 1894, 1896 and 1903 and providing for the extensions, Gorakhpur to Bagaha, Daronda to Maharajgunj, Savan to Thawe, Benares to Jhoosi and extensions towards Allahabad, Kopaganj to Dohrighat and Uska to Tulsipur with a branch from Gainsari to Jarwa.

1st October 1908.—Supplemental contract for the construction of a further extension of Company's main line, from Chupra to Mashrak.

The general conditions of the contracts are as follows :—

Government aid.—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number Main head 12 / Sub-heads (*a*) & (*b*) **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Ganges-Gogra Doab contract.*—The contract of 1896, *viz.*, that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

NOTE.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1932.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1904, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

Power of Company to surrender contracts.—Nil.

Terms of working.—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

4 per cent. on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonepore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904.

The residue of net earnings to be dealt with as follows :—

(*a*) if the residue does not exceed ten lakhs, $\frac{4}{5}$ths to Government and $\frac{1}{5}$th to the Company;

(*b*) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (*a*) and the excess over 10 lakhs shall belong $\frac{14}{15}$ths to Government and $\frac{1}{15}$th to the Company.

Rates and fares.—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	75·00	1,52,47,428	77,670	−26,221	...	−26,221	...	29	133·76
1885	303·00	2,01,86,980	12,05,541	5,89,206	...	5,89,206	2·92	72	51·13
1886	376·00	2,32,16,102	18,54,074	8,09,189	...	8,09,189	3·49	106	56·36
1887	376·00	2,56,22,684	19,44,002	8,37,004	...	8,37,004	3·27	90	56·94
1888	376·00	2,61,51,593	22,09,543	9,88,844	...	9,88,844	3·78	102	55·25
1889	376·00	2,63,41,872	22,11,824	10,53,964	...	10,53,964	4·00	103	52·35
1890	376·00	2,68,84,918	22,08,788	12,21,020	*24,245	12,45,265	4·63	101	44·72
1891	401·00	2,76,68,842	24,76,909	15,48,590	69,484	16,18,074	5·85	111	37·48
1892	414·50	2,83,88,821	29,39,077	16,20,567	67,060	16,87,627	5·94	125	44·86
1893	414·50	2,84,84,234	26,14,546	15,75,636	66,842	16,42,478	5·79	114	39·74
1894	414·50	2,87,24,887	26,17,242	16,87,899	72,358	17,60,257	6·13	115	35·51
1895	414·50	3,12,95,704	25,71,056	16,82,766	72,909	17,55,675	5·61	112	34·55
1896	478·63	3,43,36,114	26,26,033	16,70,172	71,614	17,41,786	5·07	113	36·40
1897	485·55	4,10,32,207	27,55,718	17,24,277	74,905	17,99,182	4·38	105	37·43
1898	586·25	4,66,78,822	33,31,890	19,74,920	75,885	20,50,805	4·39	112	40·73
1899	743·00	5,16,06,763	43,44,861	26,70,911	61,940	27,32,851	5·30	113	38·53
1900	743·00	5,24,73,019	43,64,006	24,79,433	49,563	25,28,996	4·82	109	43·18
1901	743·00	5,50,91,830	53,66,794	30,97,372	76,853	31,74,225	5·76	134	42·29
1902	747·75	5,84,82,525	55,60,233	29,72,183	76,671	30,48,854	5·92	139	46·55
1903	812·96	6,21,09,547	61,98,433	38,53,972	1,04,369	39,58,341	6·37	145	37·82
1904	870·80	6,43,92,183	67,16,933	43,28,496	1,16,834	44,45,330	6·90	147	35·56
1905	901·32	6,77,55,566	61,79,116	34,72,017	1,69,446	36,41,463	5·37	117	43·81
1906	932·18	7,13,66,623	77,02,976	40,83,671	2,01,060	42,84,731	6·00	142	46·99
1907	1,014·90	7,50,01,758	89,59,804	49,47,697	2,04,275	51,51,972	6·87	154	44·78
1908	1,016·73	7,91,13,230	79,80,293	43,74,935	2,03,954	45,78,889	5·79	162	44·78

* For the second haf of 1890 only, as the line was taken over for working from the 1st July 1890.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concld.*

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of this railway is 774·69 miles, consisting of (1) main line (Katihar to Sonepore) 169·50 miles, (2) Hajipur to Bachhwara *viâ* Muzaffarpur and Samastipur loop, 86·50 miles, and (3) branches, 518·69 miles. Of these 10·05 miles are double line. Sanction to the construction of the first section, *viz.*, Barh Ghat to Darbhanga *viâ* Samastipur was accorded in 1874 and it was opened in 1875. There were in addition 1·07 miles under construction.

Permanent-way.—The following types of rails are in use :—50-lb. flat-footed steel, 41¼-lb. flat-footed steel and 60-lb. iron. The sleepers are of sâl, pynkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3·42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts—See under Bengal and North-Western railway proper, 12 (*a*).

Statistics of working—

	Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565·45	6,21,36,962	61,81,754	35,57,423	1,69,446	33,87,977	5·45	23,54,563	+10 33,414	190	42·45
1906 .	6 4 30	6,73,40,339	66,80,324	39,06,338	2,01,060	37,05,278	5·50	23,17,307	+13,87,971	189	41·52
1907 .	763·54	7,19,99,253	75,39,243	42,46,946	2,04,275	40,41,771	5·61	23,80,668	+16,61,103	192	43·68
1908 .	774·69	7,33,81,580	81,63,953	44,81,501	2,03,954	42,77,547	5·83	24,68,465	+18,09,082	204	45·14

N.B.—Statistics for the periods prior to 1905 will be found in the Report for 1907.

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. BENGAL DOOARS RAILWAY SYSTEM—

Chairman—Robert Miller, Esq.

Secretary—H. Rendel, Esq.

Offices—271, Winchester House, 50, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56
Total	152·96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total length of open mileage is 36·40 miles, divided into main line (East Bank of the Teesta to Dam Dim), 31 miles and branch, 5·40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432·50 feet radius.

Gradients.—The ruling gradient is 1 in 166.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130].

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—*contd.***

13 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 as may be required to make up the net profits of the undertaking to five per cent per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent the capital expenditure and capital liabilities of the Company, nor less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal State railway the Secretary of State retains in each half-year 40 per cent of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent on the capital, Government may reduce maxima to the extent of 25 per cent, except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893 . .	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894 . .	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895 . .	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896 . .	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897 . .	36·40	25,78,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898 . .	36·40	26,68,050	2,69,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899 . .	36·40	26,26,748	2,73,038	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900 . .	36·40	26,42,695	3,32,730	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901 . .	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902 . .	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903 . .	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	156	27·70
1904 . .	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905 . .	36·40	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906 . .	36·40	27,36,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86	216	27·39
1907 . .	36·40	27,56,535	4,20,705	2,84,722	10·33	...	2,84,722	10·33	222	32·32
1908 . .	36·40	27,79,347	4,37,252	3,34,102	12·02	...	3,34,102	12·02	231	23·59

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. BENGAL DOOARS RAILWAY SYSTEM—*concld.*

13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the extensions is 116·56 miles, comprised of (1) Eastern extension (Mal to Madarihat) 44 miles, (2) Southern extension (Barnes junction to Lalmanirhat), 65·80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6·76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

Permanent-way.—The line has been laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal Dooars railway proper, 13 (*a*).

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per week per mile.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1900	66·00	47,11,632	16,191	...	...	The net earnings	14	72·32
1901	71·30	62,26,954	1,76,389	...	...	for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction.	47	60·92
1902	77·76	72,66,165	2,53,634	...	...		63	65·99
1903	116·56	80,10,365	3,46,666	79,199	0·99		61	69·78
1904	116·56	84,97,572	4,15,179	1,08,680	1·28		68	73·85
1905	116·56	87,92,080	5,12,343	1,97,824	2·25		85	61·39
1906	116·56	89,99,516	5,83,852	2,91,256	3·24		96	50·10
1907	116·56	90,70,826	6,04,133	1,43,585	1·58		99	76·23
1908	116·56	90,88,887	6,19,972	3,14,228	3·46		102	49·31

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—

Lines comprised in the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

	Open line. Miles.
(*a*) Bhavnagar-Gondal-Junagad-Porbandar railway (3′ 3⅜″ gauge)	337·89
(*b*) Dhrangadra railway (3′ 3⅜″ gauge)	20·83
(*c*) Jamnagar railway (3′ 3⅜″ gauge)	54·22
(*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21
Total	459·15

14 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Details of construction—

The line is 337·89 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwan, 105·03 miles, (2) Dhola to Porbandar Bandar, 163·21 miles, and (3) Jetalsar to Veraval Bandar, 69·65 miles. Sanction to the construction of the first section was given in 1879, to the second section in 1879 and 1888, and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

14 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3⅜" gauge)—*concld.*

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until the expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent. per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1897 . . .	333·46	1,76,53,652	18,21,639	8,19,080	4·64	105	55·04
1898 . . .	333·84	1,78,56,546	16,98,656	7,09,781	3·98	97	58·22
1899 . . .	333·84	1,79,56,272	18,53,483	9,26,935	5·16	107	49·99
1900 . . .	333·84	1,80,00,616	19,53,865	10,10,773	5·62	113	48·27
1901 . . .	333·84	1,80,96,671	15,37,378	6,80,089	3·76	89	55·76
1902 . . .	334·19	1,80,87,538	13,71,837	5,66,342	3·13	79	58·72
1903 . . .	334·19	1,81,53,314	16,04,638	8,36,670	4·61	92	47·86
1904 . . .	334·19	1,80,44,250	18,60,565	10,39,916	5·76	107	44·11
1905 . . .	334·19	1,80,09,429	18,51,324	9,90,981	5·50	106	46·47
1906 . . .	334·19	1,81,74,947	19,57,290	11,07,581	6·09	113	43·41
1907 . . .	334·19	1,82,09,672	22,36,816	12,54,293	6·89	129	43·93
1908 . . .	337·89	1,83,67,197	23,43,529	13,09,361	7·13	133	44·13

N.B.—Statistics for the periods prior to 1897 will be found in the Report for 1907.

14 (*b*) Dhrangadra railway (3' 3⅜" gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The line is 20·83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty per cent. of gross earnings (subject to a biennial revision) *plus* 5 per cent. for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

Statistics of working—

Table I						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	20·83	6,06,104	63,876	20,978	3·46	59	67·16
1900	20 83	5,86,534	57,366	18,984	3·24	53	66·91
1901	20·83	5,86,100	46,196	11,765	2·01	43	74·53
1902	20·83	5,85,911	37,731	8,075	1·38	35	78·60
1903	20·83	5,86,6?9	43,058	11,713	2·00	40	72·80
1904	20·83	5,87,117	47,516	15,446	2·63	44	67·49
1905	20·83	5,?6,695	49,142	13,375	2·28	45	72·73
1906	20·83	5,86,791	65,121	25,707	4 38	60	60 52
1907	2 ·83	5,87,610	66,614	24,953	4·25	61	62 54
1908	20·83	5,85,164	53,131	17,756	3·03	49	66·58

N.B.—Statistics for 1898 will be found in the Report for 1907.

14 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The railway is 54·22 miles long and connects Rajkot with Bedi Bandar. Its construction was sanctioned in 1893 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [14 (*b*)] except as follows :—

Terms of working.—*Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on the maintenance of way, works and stations; the locomotives and rolling-stock being supplied by the proprietary State.

*Reduced with effect from the 1st July 1906 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

Statistics of working -

Table I						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	54 ·8	·3 · 8,558	1,26,323	51,540	2·23	45	59·20
1900	51 ·8	23,09,481	1,49,153	59,540	2·58	53	60·09
1901	54 28	23,09.969	1,36,814	51,401	2·22	48	62·29
1902	54 22	23,58,240	1,31,104	53,751	2·28	46	59·00
1903	54·22	23,58,334	1,39 756	60 1?3	2·55	50	56·98
1904	54 28	23 27.281	1,41,030	56,721	2·44	50	59·78
1905	54·22	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	54·22	23,26,826	1,51,335	60,076	2·58	54	50·30
1907	54·22	23.26,953	2,14 652	1,02,785	4·42	76	52·12
1908	54·22	23, 6 915	2.24 791	1,17,161	5·03	80	47 88

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ to } (d)}$. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*concld.*

14 (*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

This line is 46·21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway [14 (*b*)] except as follows :—

Terms of working.—* Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on maintenance of way, works and stations; the locomotives and rolling-stock to be† supplied by the proprietary States.

* Reduced with effect from 1st January 1907 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

† The proprietary States not having supplied the locomotives and rolling-stock a further deduction of 5 per cent. from gross earnings is made as hire for stock.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	46·23	15,83,208	1,98,927	78,726	4·97	83	60·43
1900	46·23	15,74,082	2,02,718	86,214	5·48	84	57·47
1901	46·23	15,74,033	1,76,388	67,251	4·27	73	61·87
1902	46·21	15,78,583	1,44,317	54,485	3·45	60	62·25
1903	46·21	15,78,658	1,66,404	63,230	4·01	69	62·00
1904	46·21	15,78,655	1,88,439	69,248	4·39	78	63·25
1905	46·21	15,80,207	1,91,155	74,882	4·74	80	60·83
1906	46·21	15,82,472	1,83,261	65,653	4·15	76	64·18
1907	46·21	15,99,904	2,38,623	1,07,094	6·69	99	55·16
1908	46·21	16,00,937	2,61,881	1,18,928	7·43	109	54·58

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

Number $\frac{\text{Main head 15}}{\text{Sub-heads } (a) \text{ \& } (b)}$. BURMA RAILWAYS SYSTEM—

Chairman.—Lieut.-Colonel Alfred Glynn Begbie, R.E.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3¾″ gauge)	1,340·15	10·49	1,350·64
(*b*) Burma railways extensions (3′ 3¾″ gauge)	186·93	66·25	253·18
Total	1,527·08	76·74	1,603·82

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) \& (b)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Details of construction—

The open mileage of the Burma railways, 1,340·15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 81·60 miles; (2) *Irrawaddy section* (Rangoon to Prome), 161 miles; (3) *Mu Valley section*, main line (Sagaing to Myitkyina), 331·29 miles; branches, 91·46 miles; (4) *Lashio branch* (Myohaung to Lashio), 177·84 miles, and (5) *Bassein-Henzada-Letpadan section*, 110·96 miles. Of these 58·11 miles are double line.

First sanction to the construction was given in 1874; and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903.

Besides the above 10·49 miles were sanctioned for construction, *viz.*, (1) from Thamaing to Malagon, 6·70 miles, and (2) from Malagon to Dawbong, 3·79 miles. Work on these has not yet been commenced.

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are generally of teak, pyinma and pynkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Lashio branch is unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, the Katha branch and the Nankan-Mohnyin section, of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

Terms of contracts—

The railways are worked under the following contracts :—

Contract of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

A contract (between the Secretary of State and the Burma Railways Company) which is under preparation and has effect from 1st July 1908, providing for the issue of additional share Capital by the Company and other matters.

The general conditions of the contracts are as follows:—

Government aid.—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land provided by Government.

Currency of contracts.—Government may determine the contracts, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contracts on the 31st December 1928, or the 31st December 1935, or on the 31st December 1941, or on the 31st December of any subsequent tenth year, by giving twelve months' previous notice. On the determination of the contracts from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and contribution to the Provident Fund, which is contingent on the net earnings of the lines, the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;
(2) the equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £3,000,000, and of the interest payable on any additional share capital raised by the Company;

(3) the equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government at rates fixed for specified overdrawals.

After payment of the interest above mentioned, the surplus profits in any year ending on the 30th June are to be divided between Government and the Company in the proportion of their respective capitals which, for the purpose of this division, has been stated at £5,750,000 and £ 3,000,000, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) \& (b)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897 .	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	—62,697	188	55·25
1898 .	936·13	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	—3,56,364	185	57·87
1899 .	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	—4,24,737	179	59·45
1900 .	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	196	55·62
1901 .	1,177·70	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902 .	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,823	4,49,065	+4,28,795	203	57·83
1903 .	1,336·97	13,01,31,876	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904 .	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905 .	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906 .	1,340·15	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,28,858	+7.19,556	226	62·74
1907 .	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,21,825	+10.60,154	238	64·30
1908 .	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,00,523	7,61,052	+18,12,500	257	59·94

N.B.—Statistics for the periods prior to 1897 will be found in the Report for 1907.

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the extensions amounts to 186·93 miles, consisting of (1) Pegu-Moulmein section, 121·27 miles and (2) Henzada-Kyangin section, 65·66 miles. The first section was sanctioned for construction in 1903 and it was opened in 1907, the second section was sanctioned in 1904 and opened through in 1908.

Besides the above, 66·25 miles, Neikban to Begayet, were under construction or sanctioned for construction.

Permanent-way.—The permanent-way consists of 50-lb. flat footed steel rails laid principally on pynkado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The lines are not yet fenced. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Danbi section is 1,432·5 feet.

Gradients.—The ruling gradient is 1 in 300 uncompensated.

Terms of contracts—

The extensions are worked under the following contract :—

Contract of—22nd February 1907 (between the Secretary of State and the Burma Railways Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Funds allotted by Government. Land provided by the Secretary of State.

Currency of contract.—The contract may be determined on twelve months' notice being given by either side on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the railways or on the 30th June of any subsequent fifth year. If the principal contract shall at any time be determined, then this contract shall also thereupon cease and determine. On the failure by the Company to effectually remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice of such determination.

Terms of working.—After deducting from the gross earnings of the railways—

(*a*) the actual expenditure incurred on sub-heads II to VII of abstract A (Maintenance of way and works) for which a separate account has to be kept and which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as "Minor work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year ;

Note—For the first twelve months after opening this expenditure is charged to capital.

* From 1st September 1896 to 31st December 1897.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number Main head 15 / Sub-heads (*a*) & (*b*) · **BURMA RAILWAYS SYSTEM**—*concld.*

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working—concld.

(*b*) the proportionate share of other working expenses as appearing in the general working expenses account, which is kept for the whole of the Company's system and in which the total expenditure, including a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision, is divided between the railways and the rest of the Company's system in the ratio of their respective gross earnings;

(*c*) the contribution to the Provident Fund, which is contingent on the net earnings of the lines;

the net receipts are applied in payment of interest on the total capital outlay, including the value of land, and the surplus for the twelve months ending 30th June is divided between the Secretary of State and the Company in the proportion of three-fourths to the former and one-fourth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	82	58·20
1908 .	186·93	1,99,85,700	9,01,008	4,55,558	2·23	4,83,032	...	—27,474	93	49·44

Number Main head 16 / Sub-head (*a*) **DEOGHUR RAILWAY** (3′ 3⅜″ gauge)—

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian railway, and is 4·79 miles long. It was sanctioned in 1881 and opened in 1882.

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following contract :—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Land was provided free of charge.

Provision of capital—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may, after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent. of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	4·79	2,87,525	33,262	6,875	2·39	134	79·33
1900	4·79	2,87,379	34,900	7,575	2·64	140	78·30
1901	4·79	2,87,768	48,294	18,807	6·54	194	61·06
1902	4·79	3,03,204	29,758	6,389	2·11	119	78·53
1903	4·79	3,03,518	40,458	11,915	3·93	162	70·55
1904	4·79	3,03,895	46,635	15,440	5·08	188	66·89
1905	4·79	3,00,317	45,395	15,483	5·16	182	65·89
1906	4·79	3,00,391	53,532	22,953	7·64	215	57·12
1907	4·79	2,99,974	56,238	15,581	5·19	226	72·29
1908	4·79	2,97,054	50,665	15,611	5·25	203	69·19

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—Lord Ribblesdale.
Secretary.—S. Maclean Jack, Esq.
Offices.—Blomfield House, 85, London Wall, London, E.C.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	77·50	8·52	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	8·50	...	8·50
Total	86·00	8·52	94·52

17 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—

Details of construction—

This line is 77·50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61·50 miles, and the Talap branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

There are, in addition, 8·52 miles under construction.

Permanent-way.—The main line is laid with 50-lb. flat-footed steel rails on uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Talap branch is laid with 41¼-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.
Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.
Curves.—The sharpest curve is of 700 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—
Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.
25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000, twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract.—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

Power of Company to surrender contract.—Nil.

Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

Rates and fares.—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1899 . .	77·50	74,56,183	8,59,414	4,49,688	6·03	37,978	4,87,666	6·54	The amount shown as subsidy received during 1899 was due for a previous period.	213	47·68
1900 . .	77·50	77,14,349	9,00,847	4,62,381	5·99	...	4,62,381	5·99		224	48·67
1901 . .	77·50	82,00,809	9,28,578	4,73,307	5·77	...	4,73,307	5·77		230	49·03
1902 . .	77·50	82,00,694	8,51,880	4,11,187	5·01	...	4,11,187	5·01		211	51·73
1903 . .	77·50	82,32,314	9,16,778	4,57,974	5·56	...	4,57,974	5·56		227	50·05
1904 . .	77·50	87,01,363	9,48,473	4,21,317	4·84	...	4,21,317	4·84		235	55·58
1905 . .	77·50	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95		237	54·73
1906 . .	77·50	88,18,873	10,08,281	4,08,634	4·63	...	4,08,634	4·63		250	59·47
1907 . .	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34		258	62·39
1908 . .	77·50	93,24,383	10,24,770	4,47,121	4·80	...	4,47,121	4·80		254	56·37

N. B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Details of construction—

The line is 8·50 miles long, *viz.*, main line (Dihing bridge to Ledo) 5·50 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following :—

Contract of—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal-fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery to be charged with 5 per cent of its gross earnings for the use of rolling-stock; all charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

Statistics of working—

TABLE I.

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)
	Miles.	Rs.	Rs.	Rs.	
1899	7·50	12,83,416	63,084	22,053	1·72
1900	7·50	12,84,375	65,724	17,981	1·40
1901	11·00	16,30,162	70,294	11,145	0·68
1902	11·00	16,53,446	58,259	438	0·03
1903	11·00	16,62,082	59,077	−8,208	...
1904	8·50	16,62,082	56,108	13,158	0·79
1905	8·50	16,78,156	59,439	27,210	1·62
1906	8·50	16,83,031	65,115	25,052	1·49
1907	8·50	16,94,069	60,036	22,762	1·34
1908	8·50	16,94,069	69,175	30,486	1·80

TABLE II.

Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
Rs.	
162	65·04
169	72·64
123	84·15
102	99·25
103	113·89
127	76·55
134	54·22
147	61·53
136	62·09
156	55·93

N. B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

Number $\frac{\text{Main head 18}}{\text{Sub-heads } (a) \text{ to } (d)}$. **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)	463·89	61·32	525·21
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	245·35	135·68	381·03
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) *Mirpur Khas-Jhudo* (3′ 3⅜″ gauge)	...	50·00	50·00
Total	833·22	247·00	1,080·22

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the section is 463·89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

There were, in addition, 61·32 miles under construction.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (d)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The line is laid with 36-lb., 41¼-lb. and 50-lb. flat-footed steel rails. There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows :—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	380·50	1,13,42,183	19,09,097	11,66,845	10·29	102	38·88
1900	454·94	1,14,32,884	16,28,479	9,07,481	7·94	82	44·27
1901	454·94	1,17,24,896	15,67,073	7,14,836	6·10	66	54·38
1902	454·94	1,18,69,424	16,76,216	8,35,202	7·04	71	50·17
1903	454·94	1,19,31,439	16,34,708	8,91,196	7·47	69	45·48
1904	454·94	1,21,90,804	16,87,624	9,58,365	7·86	71	43·21
1905	463·89	1,22,63,774	19,16,254	11,01,294	8·98	81	42·53
1906	463·89	1,22,77,015	20,91,368	12,23,531	9·97	87	41·50
1907	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908	463·89	1,42,85,467	19,28,235	8,65,023	6·06	80	55·14

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

18 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—

Details of construction—

The section is 245·35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902. Besides these 135·68 miles were under construction.

Permanent-way.—The permanent-way consists of 36-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 18 (*a*).

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	95·00	23,61,917	1,74,539	1,04,344	3·65	37	40·22
1900	85·50	32,60,432	1,92,358	1,04,962	3·22	43	45·43
1901	157·35	48,93,535	2,46,875	1,05,697	2·16	30	57·19
1902	245·35	52,49,339	3,22,022	1,42,580	2·72	34	55·72
1903	245·35	51,30,925	5,25,329	2,66,197	5·19	41	49·33
1904	245·35	50,93,549	7,23,902	4,05,678	7·96	57	43·96
1905	245·35	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	245·35	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907	245·35	55,15,481	8,82,608	3,38,372	6·13	69	61·66
1908	245·35	75,07,922	7,74,735	3,49,859	4·66	61	54·84

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (d)}}$. JODHPUR-BIKANER RAILWAY SYSTEM—*concld.*

18 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123·98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

Permanent-way.—The section is laid with 60-lb. iron, and 50-lb. flat-footed steel rails on deodar and pine sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3′ 3⅜″ gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

The general conditions of the agreement are as follows:—

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North Western State railway from time to time to be in force on the British section.

NOTE.—Government of India, in letter No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western State railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Statistics of working—

TABLE I.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.
1902	123·98	40,45,972	5,04,007	2,18,814	5·41	1,59,771	+59,043
1903	123·98	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200
1904	123·98	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161
1905	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380
1906	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160
1907	123·98	40,23,073	8,05,016	3,57,918	8·90	1,21,968	+2,35,950
1908	123·98	42,81,148	7,59,479	3,34,028	7·80	1,44,977	+1,89,051

TABLE II.

Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)
Rs.	
78	56·59
91	55·08
101	46·82
112	49·03
138	42·57
125	55·54
118	56·02

N.B.—Statistics for the periods prior to 1902 will be found in the Report for 1907.

18 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″gauge)—

The line will be 50 miles long. Its construction by a private company was sanctioned in 1907.

Number $\frac{\text{Main head 19}}{\text{Sub-head (a)}}$. MORVI RAILWAY (3′ 3⅜″ and 2′ 6″ gauges)—

The 2′ 6″ gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi has been retained on the 2′ 6″ gauge.

Details of construction—

The line is 92·83 miles long, divided into the 3′ 3⅜″ gauge section (Wadhwan to Rajkot), 73·94 miles, and the 2′ 6″ gauge section (Vankaner to Morvi and a quarry siding), 18·89 miles. The construction of the 3′ 3⅜″ gauge section was sanctioned in 1902 and this section was opened in 1905. The construction of the 2′ 6″ gauge section was sanctioned in 1883 and it was opened in 1887.

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half-round teak and creosoted pine sleepers; and that on the 2′ 6″ gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 19}}{\text{Sub-head (a)}}$. **MORVI RAILWAY** (3⅜″ and 2′ 6″ gauges)—*concld.*

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	94·36	25,06,414	4,20,486	1,70,053	6·78	86	59·56
1900	94·36	27,28,115	4,23,308	1,58,794	5·82	87	62·49
1901	94·36	27,59,452	3,58,663	1,25,534	4·55	73	65·00
1902	94·36	27,32,748	3,05,058	1,13,299	4·14	62	62·36
1903	94·36	27,88,452	2,98,066	1,44,767	5·19	61	51·43
1904	94·36	34,06,196	3,54,636	1,88,909	5·55	73	46·73
1905	89·64	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906	94·64	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908	92·83	46,42,725	5,08,262	2,82,464	6·08	105	44·43

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairmam.—Colonel T. Gracey, C.S.I., R.E.

Managing Director.—Alexr. Izat, Esq:, C.I.E., M.I.C.E.

Offices.—237 Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	203·35	...	203·35
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	237·04	34·79	271·83
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	479·89	34·79	514·68

Running powers—

		Miles.
Home line over foreign line:—		
Over Ramgunga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand State railway	for passenger and goods trains	0·52
,, ,, ,, ,, Dalpatpur and Moradabad ,, ,, ,, ,, ,,	for passenger and goods trains	0·40
		0·92
Foreign line over home line:—		
Bengal and North-Western, Daliganj to Aishbagh, for passenger and goods trains		3·40

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the Rohilkund and Kumaon railway proper is 203·35 miles, made up of (1) main line, Bhojeepura to Kathgodam, 53·92 miles, (2) the Bareilly-Kasganj section, 63·95 miles and (3) Moradabad-Ramnagar-Lalkua-Kashipur extension, 85·48 miles.

The main line was sanctioned for construction in 1882 and opened in 1884. The portion of the Bareilly-Kasganj section from Bareilly to Soron was sanctioned in 1903 and opened in 1906 and the portion from Soron to Kasganj was taken over from the Rajputana-Malwa railway in 1906. The sections from Lalkua to Ramnagar and Moradabad to Kashipur were sanctioned in 1904 and opened in 1908.

Permanent-way.—The permanent-way consists mainly of 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar and Moradabad to Kashipur are laid with 41¼-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 70.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$ ROHILKUND AND KUMAON RAILWAY SYSTEM.—*contd.*

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*contd.*

Terms of contracts.

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts :—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

The general conditions of the contracts are as follows :—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantee as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under the agreement, dated the 5th February 1901.

Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts.—

(1) *Rohilkund and Kumaon railway contract.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Note.—The Secretary of State has agreed not to exercise his right to determine the contract under this provision before the 31st December 1932.

Power of Company to surrender contract.—Nil.

Terms of working.—Company's section.—During the period that the Government are liable to pay interest, after deducting from the gross earnings the working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year) has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government to receive half the surplus profits in excess of 6 per cent.

Note.—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working—concld.

Lucknow-Bareilly section.—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (*i*) in meeting payment of interest on the debentures and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; (*ii*) in payment to Government of interest at 4 per cent on their capital in the undertaking; and (*iii*) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (*i*) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1884	55·00	19,40,266	36,543	1,733	0·09	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.	51	95·26
1885	55·00	21,71,124	2,38,572	80,153	3·69		68	66·40
1886	55·00	22,52,962	3,00,191	1,23,832	5·50		86	58·75
1887	55·00	22,91,619	3,19,274	1,16,800	5·10		92	63·42
1888	55·00	23,40,100	3,34,092	1,42,120	6·07		96	57·46
1889	55·00	23,96,624	3,72,270	1,60,135	6·68		107	56·98
1890	55·00	24,17,052	3,14,834	1,51,003	6·25		90	52·04
1891	53·92	20,49,458	3,85,084	1,60,081	7·81		112	58·43
1892	53·92	20,58,575	4,33,648	1,97,780	9·61		127	54·39
1893	53·92	20,82,280	4,25,909	1,83,180	8·80		124	56·99
1894	53·92	20,80,440	4,59,313	2,15,191	10·34		134	53·15
1895	53·92	20,78,251	4,04,504	1,52,209	7·32		118	62·37
1896	53·92	20,79,863	4,26,905	1,53,821	7·40		125	63·96
1897	53·92	21,20,428	4,23,720	1,72,319	8·13		124	59·33
1898	53·92	21,42,552	4,62,308	2,20,785	10·30	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.	135	52·24
1899	53·92	21,48,313	4,65,623	2,34,020	10·89		136	49·74
1900	53·92	21,53,125	4,37,572	2,28,048	10·59		128	47·88
1901	53·92	22,09,423	3,84,314	2,09,896	9·50		112	45·38
1902	53·92	23,36,911	4,10,626	2,18,317	9·34		120	46·83
1903	53·92	25,89,790	4,13,147	2,20,405	8·51		121	46·65
1904	53·92	43,55,575	4,18,787	2,24,403	5·15		122	46·41
1905	53·92	93,34,589	4,40,664	1,54,126	1·65		129	65·02
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·13		124	54·56
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43		158	46·67
1908	203·35	1,35,79,271	11,44,078	5,50,193	4·05		102	51·91

20 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Details of construction:—

The open mileage is 237·04 miles, and is divided into main line (Lucknow to Bareilly), 198·55 miles and branches 38·49 miles. Sanction to the construction of the main line was accorded in 1884 and it was opened through in 1891.

There were in addition 34·79 miles, Sonaripur to Ramnagar, under construction or sanctioned for construction.

Permanent-way.—The permanent-way consists of 41¼-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*b*) **Lucknow-Bareilly railway** (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 20 (*a*).

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.								TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198·38	79,17,846	4,95,068	1,72,145	2·17	2,72,055	...	—99,910	56	65·23
1892	198·33	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	—43,686	66	59·79
1893	222·05	83,89,362	7,28,878	2,73,541	3·26	3,26,770	3,495	—56,724	67	62·47
1894	231·17	85,93,158	9,72,269	3,94,240	4·59	3,45,323	24,180	+24,737	88	59·45
1895	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	—59,314	74	62·09
1896	231·17	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	—60,229	75	63·50
1897	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	—37,344	75	59·42
1898	231·17	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+67,290	94	51·63
1899	231·17	94,97,485	12,72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	231·17	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	107	48·00
1901	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902	231·17	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	132	47·05
1903	237·04	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	126	46·65
1904	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	133	46·68
1905	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906	237·04	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	148	49·45
1907	237·04	1,24,59,395	16,97,182	9,07,863	7·29	4,18,611	73,229	+ 4,16,023	150	46·51
1908	237·04	1,27,50,545	16,15,542	7,80,747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67

N.B.—Statistics for the periods prior to 1891 will be found in the Report for 1907.

20 (*c*) **Powayan Light railway** (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Details of construction—

This line, which connects Shahjahanpur with Mailani, is 39·50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Terms of contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

13th July 1906 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to provision of moneys for capital expenditure and acquisition by the Railway Company of interest in the Powayan Light Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—Land.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

20 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contract.—The contract is terminable on the 31st December 1932 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent. of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half-year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	39·50	8,41,038	66,862	20,059	2·39	33	70·00
1902	39·50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	28,482	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60·37
1906	39·50	8,94,751	99,566	39,491	4·41	48	60·34
1907	39·50	8,94,751	87,302	34,626	3·87	42	60·34
1908	39·50	8,94,801	81,450	32,292	3·60	40	60·35

Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. **UDAIPUR-CHITOR RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

Running powers—

Home line over Foreign line :— Miles.

Rajputana-Malwa railway, Berach Signal station to Chitorgarh . . 1·42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Details of construction—

The line is 67·30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Terms of contract—

Nil.—The line is owned and worked by the Udaipur State.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1898	60·83	17,18,460	1,43,822	61,364	3·57	45	57·33
1899	67·30	19,89,912	2,10,540	1,04,829	5·27	64	50·21
1900	67·30	20,41,310	3,17,928	1,85,703	9·10	91	41·59
1901	67·30	20,61,858	2,22,175	94,112	4·56	63	57·65
1902	67·30	20,65,630	2,17,388	97,131	4·70	62	55·32
1903	67·30	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	67·30	20,66,093	1,51,293	53,175	2·57	42	64·86
1905	67·30	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	67·30	20,75,567	2,47,813	1,35,467	6·52	69	45·33
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908	67·30	20,77,554	2,38,916	1,18,044	5·68	68	50·59

N.B.—Statistics for the periods prior to 1898 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head } 22}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The open mileage of the railway is 26·06 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

An additional length of 8·55 miles, from Basirhat to Chingrighata, which was under construction has, since the close of the year, been opened to traffic.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Terms of contract—

The line is worked on the terms contained in the Bengal Government Notification No. 86-R., dated the 15th May 1903, under the following agreement:—

Agreement—of 14th December 1897 (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows:—

Aid by District Board.—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs. 1,500 per annum per mile of line declared open, subject to a maximum of Rs. 38,000, and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)

Currency of agreement.—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital *plus* not more than 4 per cent. on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

	Table I.								Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	26·06	9,07,781	1,11,201	55,682	6·13	—5,394	50,288	5·54	90	49·93
1906 .	26·06	9,52,953	1,50,731	79,536	8·35	—12,669	66,867	7·02	111	47·23
1907 .	26·06	10,06,570	1,72,574	85,830	8·53	—16,096	69,734	6·93	127	50·26
1908 .	26·06	10,52,939	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69

Number $\frac{\text{Main head } 23}{\text{Sub-head } (a)}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—F. M. Halliday, Esq.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, London, E. C.

Details of construction—

The open mileage of the Barsi Light railway is 78·50 miles. It is made up of the following:—

(1) Main line, Barsi Road Junction to Barsi Town, 21·59 miles;

(2) Tadwale extension, Barsi Town to Tadwale, 26·70 miles; and

(3) Pandharpur extension, Barsi Road Junction to Pandharpur, 30·21 miles.

The main line was sanctioned in 1895 and opened in 1897 and the Tadwale and Pandharpur extensions were sanctioned in 1902 and opened in 1906.

Besides the above, 1·36 miles, were sanctioned for construction.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$ **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 89 and one of 1 in 90; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

Terms of contracts—

The Barsi Light railway is worked under the following:—

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi Town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

Despatch—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows:—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 20 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	21·59	13,56,809	1,56,118	64,584	4·76	139	58·63
1900	21 59	13,56,501	1,24,440	42,440	3·13	111	65·90
1901	21·59	13,18,312	1,68,238	79,588	6·04	150	52·69
1902	21·59	13,18,242	1,50,275	52,879	4·01	134	64·81
1903	21·59	13,18,289	1,30,694	53,423	4·05	116	59·12
1904	21·59	13,43,991	1,66,934	64,952	4·83	149	61·09
1905	27·93	27,88,002	2,19,478	1,39,618	5·01	168	36·39
1906	78·50	41,11,334	2,19,284	1,09,862	2·67	96	49·90
1907	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908	78·50	48,29,287	4,31,002	1,72,063	3·36	105	60·08

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. BUKHTIARPORE-BEHAR LIGHT RAILWAY (2′ 6″ gauge)—

Details of construction—

The line, which has been laid as far as possible on the District road, is 18·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

An extension of the line from Behar to Silao, 10 miles, is under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkadó sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

Terms of contract—

The railway has been constructed and is worked on the terms contained in the Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

Agreement of—21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Behar Light Railway Company).

The general conditions are as follows:—

Government aid.—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent per annum on the Company's share capital of Rs. 8,00,000.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

Terms of working.—Any surplus profits in excess of 4 per cent on share capital, *plus* not more than 4 per cent on debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed up to which the Company is permitted to vary rates.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	18·50	7,48,851	35,800	15,117	2·02	...	15,117	2·02	74	57·77
1904	18·50	8,11,233	1,13,923	66,571	8·21	—10,616	55,955	6·90	118	41·57
1905	18·50	8,25,210	88,848	35,681	4·32	—90	35,591	4·31	92	59 84
1906	18·50	8,43,827	1,11,409	48,163	5·71	—5,674	42,489	5·04	116	56·77
1907	18·50	8,92,221	1,10,888	46,073	5·16	—4,501	41,572	4·66	115	58·45
1908	18·50	9,00,878	1,10,152	45,122	5·01	—1,915	43,207	4·80	114	59·04

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. CUTCH STATE RAILWAY (2′ 6″ gauge)—

Details of construction—

The total mileage of the open line (Tuna to Bhuj) is 36·78 miles divided into two sections: (1) Tuna to Anjar, 11·67 miles and (2) Anjar to Bhuj, 25·11 miles. (1) was sanctioned in 1903 and opened in 1905; (2) was sanctioned in 1905 and opened in 1908.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Terms of contract—

Nil.—The line is owned and worked by the Cutch State.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. CUTCH STATE RAILWAY—*concld.*

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·63
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,815	43,221	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,006	18,237	2·07	20	54·41

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. DEHRI-RHOTAS RAILWAY (2′ 6″ gauge)—

This line will be 25·00 miles long. Its construction by a private company has been sanctioned in 1908.

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$. DHOLPUR-BARI RAILWAY (2′ 6″ gauge)—

Details of construction—

This line, from Dholpur on the Indian Midland railway to Bari, is 19·62 miles long. It was sanctioned in 1905 and opened in 1908.

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder is laid with 35-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,910 feet.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

Nil.—The line is owned and worked by the Dholpur Durbar.

Statistics of working—

Calendar year.	Table I. Milege open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.
1908	19·62	7,33,502	21,352	—11,261	...	25	152·74

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. DWARA-THERRIA LIGHT RAILWAY (2′ 6″ gauge)—

Details of construction—

The line will be 19·50 miles long. Its construction was sanctioned in 1902.

The Company formed for its construction having gone into liquidation, a syndicate has been formed for purchasing and completing the line. Question of certain concessions asked for by the liquidator is under the consideration of the local Government.

Terms of contract with the old company—

The Dwara-Therria Light railway on completion is to be worked under the terms contained in—

The Notification issued by the Chief Commissioner of Assam under No. 44, dated the 14th August 1902.

The general conditions are as follows:—

Government aid.—Guarantee of interest at 4 per cent. per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost.

Currency of contract.—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent. of the cost price of the light railway.

Rates and fares.—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$ SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2'6" gauge)—

The construction and working of this railway by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, $\frac{339}{187}$R., dated the 18th April 1904, and a Company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose.

Details of construction—

The line, Delhi-Shahdara to Saharanpur, is 92·63 miles long. It was sanctioned in 1902 and opened in 1907.

Besides the above, a branch, 30 miles in length, from Baraut to Meerut, was sanctioned for construction but work on it has not yet been commenced.

Permanent-way.—The permanent-way consists of 35-lb flat-footed steel rails laid on sâl sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Terms of contract—

The line is worked under the following agreement :—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows :—

Government aid.—Free grant of land for a single 5' 6" gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on 12 months' notice at 25 per cent. in excess of the Company's capital expenditure.

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent. upon the paid up capital of the Company, such surplus profits shall, after setting aside such reasonable sum as the Directors of the Company may deem proper to carry forward, be equally divided between the Government and the Company.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	93·02	33,02,226	1,01,146	29,783	0·90	45	70·55
1908	92·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. TARAKESHWAR-MAGRA LIGHT RAILWAY (2' 6" gauge)—

Details of construction—

The line is 33·27 miles long, *viz.* :—main line, from Magra to Tarakeshwar (31·12 miles) and extension, from Magra to Tribeni (2·15 miles). The main line was sanctioned in 1891 and the extension in 1903; and they were opened in 1895 and 1904, respectively.

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magraganj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$ TARAKESHWAR-MAGRA LIGHT RAILWAY—*concld.*

Terms of contracts—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in the Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

Agreements of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at the end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	31·12	9,62,446	66,168	12,192	1·27	41	81·58
1900	31·12	9,61,811	76,594	20,961	2·18	47	72·63
1901	31·12	9,72,175	83,150	24,746	2·55	51	70·24
1902	31·12	9,73,262	84,272	24,842	2·55	52	70·52
1903	31·12	10,15,725	85,546	25,350	2·50	53	70·37
1904	32·27	10,43,715	89,735	27,564	2·64	52	69·28
1905	33·27	10,47,028	86,838	21,871	2·09	50	74·81
1906	33·27	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	33·27	10,92,156	1,10,238	34,500	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,482	2·79	65	73·04

N. B.—Statistics for 1898 will be found in the Report for 1907.

Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. TEZPORE-BALIPARA LIGHT RAILWAY (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore Balipara Light railway and from February 1908 has been closed to public traffic.

Details of construction—

The line is 20·10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on nahor sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Terms of contract—

The Tezpore-Balipara Light railway is maintained and worked under the terms of—

The Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895.

The general conditions are as follows:—

Government aid.—Free use of Government land and a subsidy to the extent of Rs. 5,000 up to the end of March 1914 from the Local Board at Tezpore.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain rates and fares have been fixed.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 .	20·10	4,74,177	95,157	26,156	5·52	5,000	31,156	6·57	91	72·51
1900 .	20·10	4,87,240	95,981	25,797	5·29	5,000	30,797	6·32	92	73·12
1901 .	20·10	4,87,240	83,840	16,898	3·47	5,000	21,898	4·49	80	79·84
1902 .	20·10	4,87,240	85,012	21,651	4·44	5,000	26,651	5·47	81	74·53
1903 .	20 10	4,87,240	94,742	27,739	5·69	5,000	32,739	6·71	91	70·72
1904 .	20·10	4,87,240	88,463	17,291	3·55	5,000	22,291	4·57	85	80·45
1905 .	20 10	4,87,240	1,03,380	27,082	5·56	5,000	32,082	6·58	99	73·80
1906 .	20·10	4,87,240	1,14,740	34,976	7·18	5,000	39,976	8·20	110	69·51
1907 .	20 10	4,87,240	1,11.569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908 .	20 10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·43

N. B.—Statistics for 1898 will be found in the Report for 1907.

Number $\frac{\text{Main head 32}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—

Details of construction—

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

Permanent-way.—The section of the line in the plains is laid with 41¼-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41¼-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41¼ lbs. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract :—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent. over and above such value.

NOTE.—Government relinquished their right to determine the contract at the end of 25th year and decided to allow the existing contract continue for a further period of 10 years, *viz.*, to May 1919.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 32}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.								TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 .	51·00	35,08,469	7,14,985	2,49,770	7·12	—34,933	2,14,887	6·12	270	65·07
1900 .	51·00	34,99,487	8,09,158	3,61,840	10·34	—64,268	2,97,572	8·50	305	55·28
1901 .	51·00	34,78,411	7,87,941	3,13,861	9·02	—49,971	2,63,890	7·59	297	60·17
1902 .	51·00	34,96,507	8,50,280	3,78,005	10·81	—67,704	3,10,301	8·87	321	55·54
1903 .	51·00	36,13,058	9,61,662	4,16,752	11·54	—79,226	3,37,526	9·34	363	56·65
1904 .	51·00	37.38.426	10,45.187	4,75,227	12·71	—97,200	3,78,027	10·11	394	54·53
1905 .	51·00	37.51.562	9,72.644	4,09,514	10·91	—77,621	3.31,893	8·85	367	57·90
1906 .	51·00	37,43,284	9.80.351	4,01,239	10·72	—75,126	3,26.113	8·71	370	59·07
1907 .	51·00	37,53,304	9,49,717	4,29,129	11·43	—83,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11·24	—66,162	3 55,292	9·48	356	55·38

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Foreign line over home line :—

Howrah-Sheakhala light railway, Telkul Ghat to Kadamtala, (for passenger and goods trains), 2·00 miles.

Details of construction—

There are 43·87 miles of open line, *viz.*, main line (Telkul Ghat to Amta), 27·19 miles, and branch (Bargachia to Champadanga), 16·68 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

Besides the above, 3·50 miles were sanctioned for construction.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramway Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

Currency of agreements.—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1883 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 130.]

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 . .	28·69	11,56,505	2,50,763	1,12,794	9·75	—27,835	84,959	7·35	168	55·02
1900 . .	28·69	12,05,751	2,56,418	1,23,104	10·21	—30,244	92,860	7·70	172	51·99
1901 . .	28·69	12,19,841	2,60,535	1,14,087	9·35	—26,146	87,941	7·21	175	56·21
1902 . .	28 69	12,91,191	2,65,497	1,33,120	10·31	—29,703	1,03,417	8·01	178	49·86
1903 . .	28·69	13,15,227	2,77,451	1,35,876	10·33	—30,921	1,04,955	7·98	186	51·13
1904 . .	37·19	16,16,304	2,97,790	1,55,718	9·63	—35,715	1,20,003	7·42	170	47·71
1905 . .	37·19	16,41,552	3,28,722	1,79,429	10·93	—39,563	1,39,866	8·52	170	45·42
1906 . .	37·19	18,23,741	3,51,462	1,77,670	9·74	—38,681	1,38,989	7·62	182	49·45
1907 . .	37·19	18,83,829	3,70,554	2,03,338	10·79	—40,536	1,62,802	8·64	192	44·13
1908 . .	43·87	21,57,189	3,98,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·67

N.B.—Statistics for 1898 will be found in the Report for 1907.

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Details of construction—

The line is 19·75 miles long, *viz.*, main line (Kadamtala to Sheakhala), 17·38 miles, and Chanditala-Janai branch 2·37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pynkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheakhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road has been granted to the Company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreements.—The agreements are current for a period of 21 years. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, surplus profits are divided between the Company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

APPENDIX 38—*concld.*

History of railways constructed and in progress.
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Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$ **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.									Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 . . .	19·75	6,14,590	73,396	21,453	3·49	—250	21,203	3·45	66	70·77
1900 . . .	19·75	6,15,256	76,019	26,824	4·36	—999	25,825	4·20	67	64·71
1901 . . .	19·75	6,16,380	75,579	23,165	3·76	1,108	24,273	3·94	67	69·35
1902 . . .	19·75	6,16,373	82,019	31,739	5·15	—550	31,189	5·06	73	61·30
1903 . . .	19·75	6,22,091	87,049	33,387	5·37	—1,037	32,350	5·20	77	61·65
1904 . . .	19·75	6,17,198	86,257	39,139	6·34	—2,747	36,392	5·90	76	54·63
1905 . . .	19·75	6,19,894	88,266	38,128	6·15	—2,419	35,709	5·76	78	56·80
1906 . . .	19·75	6,23,896	90,595	37,047	5·94	—2,548	34,499	5·53	80	59·11
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	—2,728	36,498	5·84	84	58·81
1908 . . .	19·75	6,33,299	1,01,052	34,303	5·42	—2,987	31,316	4·94	89	66·05

N.B.—Statistics for 1898 will be found in the Report for 1907.

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$ **JORHAT STATE RAILWAY** (2′ 0″ gauge)—

The line was constructed out of Provincial revenues by the Administration of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Details of construction—

The line is 31·75 miles long, *viz.*, main line (Borghop to Titabar), 24·75 miles, and Mariani branch, 7 miles. Construction was sanctioned in 1883 ; the main line was opened in 1887 and the branch in 1885.

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails, 30 lbs. to the yard, and about a mile between Jorhat and Chenimara, which is laid with steel rails, 25 lbs. to the yard, the rest of the line, including the section from Gosaigaon to Borghop, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Terms of contract—

The line is owned and worked by the State.

Statistics of working—

Table I.								Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Gain or loss to the State *pertaining to each calendar year.* (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1899	28·00	9,31,626	96,488	—5,946	...	37,151	—43,097	72	106·16
1900	30·00	9,08,643	86,695	—15,664	...	36,341	—52,005	63	118·07
1901	30·25	9,01,038	83,184	—4,174	...	36,248	—40,422	56	105·01
1902	30·00	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	30·25	9,03,343	90,710	13,594	1·50	36,408	—22,814	58	85·01
1904	30·25	9,08,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	30·25	9,08,441	78,600	2,458	0·27	36,480	—34,022	48	96·87
1906	31·75	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·96
1907	31·75	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,29,930	1,01,098	11,258	1·21	31,681	—20,423	62	88·86

N.B.—Statistics for the periods prior to 1899 will be found in the Report for 1907.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
A			
Abasana-Suigam branch (Bombay)	...	...	...
Aden railway (Bombay) ...	...	(*i*) Aden and Nobat Dakim *viâ* Lahej.	Not surveyed ...
		Alternative.	
		(*ii*) Aden and Sheikh Othman and D'thala.	Do. ...
Agra-Bharatpur railway (United Provinces and Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Agra and Bharatpur ...	Surveyed ... ...
Agra-Hathras railway (United Provinces).	Do.	East bank of the Jumna bridge at Agra and Hathras City.	Surveyed ... ...
Aligarh-Muttra railway (United Provinces).	...	...	...
Ammayanayakkanur-Uttamapalaiyam railway (Madras).	South Indian railway ...	Ammayanayakkanur and Uttamapalaiyam.	Surveyed ...
Amraoti-Ellichpur light railway (Central Provinces).	Great Indian Peninsula railway.	Amraoti and Ellichpur ...	Surveyed ..
Amraoti-Sonnair railway (Central Provinces).	Do.	Amraoti & Sonnair *viâ* Morsi and Narkher.	Surveyed ... ...
Arakan Coast extensions (Burma)	...	...	...
Arrah-Sassaram tramway (Bengal) (*New project*)	East Indian railway ...	Arrah and Sassaram ...	Not stated ... ...
Arsikere-Mangalore railway (Mysore and Madras).	Madras and Southern Mahratta railway.	Arsikere and Mangalore ...	Surveyed ...
Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).	Assam-Bengal railway.	(*i*) Chittagong-Akyab-Minhla (Aeng pass route) ...	Surveyed ... ...
		Alternatives.	
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route).	Do. ... ...
		(*iii*) Makum to Mogaung (Hukong Valley route).	Do. ... ...
		(*iv*) Chittagong-Zadabin-Prome.	
		Prome to Zadabin ...	Do. ...
		Taungup branch ...	Do. ...
		Zadabin to Zibingyi ...	Reconnoitred ...
Auriya-Phaphund railway (United Provinces).	East Indian railway ...	Auriya and Phaphund ...	Surveyed ...
Azamgarh-Goshainganj railway (United Provinces).	Bengal and North-Western railway.	Azamgarh and Goshainganj ...	Surveyed ... ...
B			
Bachhwara-Rowsara branch (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Bachhwara and Rowsara ...	Not surveyed ...
Badin-Jungshahi extension (Bombay).	...	...	...

DIX 38-A.

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See "Deesa-Tharad railway."
2′ 6″	40	...	The consideration of the question of railway construction at Aden has been deferred.
...	...	...	
5′ 6″	30·84	19,33,049	This line has been proposed with a view to making Agra one of the termini of the Nagda-Muttra railway, which is under construction. The consideration of the project is deferred till the effects of the opening of the Nagda-Muttra line are known.
Mixed.	30·84	17,89,472	
3′ 3⅜″	30	12,64,813	
...	...	...	See "Muttra-Aligarh railway."
3′ 3⅜″	61·46	...	This line has been proposed by the District Board of Madura.
2′ 6″	30·64	7,92,953	
5′ 6″	98·06	89,50,101	The cost of the section from Amraoti to Narkher, 70 miles in length, where a junction with the Nagpur-Itarsi line may be effected, will be Rs. 65,70,510. An alternative alignment of the line between miles 44 and 75·8 has also been surveyed. By this route the line will be 2 miles shorter and will cost Rs. 89,02,282, but this alignment is not approved by the Central Provinces Administration. It has been decided that the construction of the line should await the completion of the Nagpur-Itarsi line.
...	...	...	See "Prome-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."
2′ 6″	60·33	21,34,849	This tramway has been proposed by Messrs. Martin & Co., Calcutta, on a guarantee from the District Board of Shahabad.
2′ 6″	135·71	85,43,784	The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (27·81 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.
3′ 3⅜″	450	7,00,00,000	The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines: as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint.
3′ 3⅜″	385	6,50,00,000	
3′ 3⅜″	284	3,83,00,000	The fourth and most southerly of these routes includes branches to Taungup and Akyab and was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Prome to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi, and urged the carrying out from Imperial funds of a detailed survey of the Zadabin-Chittagong section, including the Akyab branch. A detailed survey of the Zadabin-Chittagong section 378 miles in length, has since been arranged by the Government of India. [See also "Buthidaung-Maungdaw railway".]
3′ 3⅜″	109½	2,48,89,800	
3′ 3⅜″	4	2,72,500	
3′ 3⅜″	170	1,87,00,000	
5′ 6″	12·69	8,87,848	
3′ 3⅜″	67·56	27,94,235	
3′ 3⅜″	14	5,50,000	
...	...	...	See "Lower Sind branches."

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B.—*continued.*			
Bagalkot-Hungund branch (Bombay).	Madras and Southern Mahratta railway.	Bagalkot and Hungund ...	Surveyed ...
Bagrakote-Sivok extension (Eastern Bengal and Assam). (*New project.*)	Bengal Dooars railway	Bagrakote and Sivok ...	Not surveyed ...
Bahadarpur (Garda)-Songhir extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Bahadarpur and Songhir ...	Surveyed ...
Bankura (or Bishenpur)-Calcutta chord railway (Bengal).	Bengal-Nagpur railway	Bishenpur *viâ* Bhandarhati, and Hooghly or Howrah or that neighbourhood.	Do. ...
Bansdih Road-Maneerghat branch (United Provinces).	Bengal and North-Western railway.	Bansdih Road and Maneerghat.	Surveyed ... ...
Bara Ari-Dóleepur railway (Eastern Bengal and Assam).	...	...	...
Baran-Marwar railway (Rajputana).	Bombay, Baroda and Central India railway (Rajputana Malwa).	Baran and Marwar with extensions—	Do. ... ...
		(*i*) Jehazpur to Nasirabad ...	Do. ... ...
		(*ii*) Jehazpur to Paondero ...	Do. ... ...
Baran-Nasirabad railway (Rajputana).	...	....	...
Baroda-Savli railway (Bombay) ...	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Baroda and Savli	Surveyed ... ...
Barwaha-Bodeli light railway (Central India).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Barwaha to Bodeli	Reconnoitred ...
		Alternative. Barwaha to Nandod... ...	Do. ...
Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam).	Bengal Dooars railway	Baura and Konaghat ...	See "Remarks" ...
Bausi-Baidyanath railway (Bengal)	East Indian railway ...	(*i*) Bausi to Baidyanath ... *Alternative.*	Surveyed ...
		(*ii*) Bausi to Adjai ...	Do. ...
Belapur (or Lakh)-Sangamner branch (Bombay).	Great Indian Peninsula railway.	Lakh and Sangamner ...	Reconnoitred ...
Bellarpur-Warangal (or Kazipet) railway.	...	...	...
Eastern route—Bellarpur *viâ* Ahiri and Gamal Kunda to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Bellarpur and Warangal ...	Surveyed ...
Western route—Bellarpur *viâ* Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Direct route—Bellarpur *viâ* Rajpur, Tandur and Pedapali to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Belliaghata-Pattipukur extension (Bengal) (*New project*).	Baraset-Basirhat Light railway.	Belliaghata-bridge and Pattipukur	Not stated ... ...
Belo-Shahbunder light railway (Bombay).	...	...	...
Berhampur-Gopalpur light railway (Madras).	...	...	...
Berhampur-Russelkonda light railway (Madras).	...	...	...
Bezwada-Jaggiapett branch (Madras).	Madras and Southern Mahratta railway.	Bezwada and Jaggiapett ...	Not surveyed ...

*Excluding

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
3′ 3⅜″	31	24,41,757	This line will form a feeder to the Bijapur branch of the Madras and Southern Mahratta railway.
3′ 3⅜″	7	...	Survey sanctioned since the close of the year.
2′ 6″	8 (Bahadarpur to Heran river.)	5,84,000	This line has been superseded by the Motipura-Kaletia railway which has been proposed by the Baroda Durbar in its place.
5′ 6″	See "Remarks."		The length and estimated cost are as follows:— Bishenpur to Hooghly . 71·44 miles: Double line . . Rs. 1,32,55,476; Single „ . . Rs. 91,02,355. „ „ Howrah . 81·00 miles: Double „ . . Rs. 1,47,11,125; Single „ . . Rs. 1,00,74,837. To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5·92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5·19 miles, if constructed at Panihati.
3′ 3⅜″	13	.....	The line has been proposed by the Bengal and North-Western railway as a feeder to their main line. The survey has been completed and the detailed project and estimates are awaited.
...	...	...	See under "Dacca-Mymensingh railway extensions".
3′ 3⅜″	213·39	1,36,66,806	Two lines were surveyed in 1898-99, *viz.*, Baran to Nasirabad and Baran to Marwar, the length and cost of the former being 153·29 miles and Rs. 96,11,662, respectively. The Baran-Kotah section of this line has been constructed on the broad gauge and is open to traffic since the close of the year.
3′ 3⅜″	60	Not given separately.	
3′ 3⅜″	70·85	31,62,877	
...	...	...	See "Baran-Marwar railway."
2′ 6″	32	...	The results of survey have not yet been submitted.
2′ 6″	163½	61,15,390	The alternative to Nandod includes a bridge over the Nerbudda, which partly accounts for the higher cost.
2′ 6″	193½	80,61,984	The Indore Durbar has proposed alternative lines (i) from Khandwa to Dhaod and on to Kuksi, 123·5 miles long and (ii) from Dongargaon to Bhamnala, 39 miles long.
3′ 3⅜″	20	...	The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India in 1900, but the results have not yet been received.
5′ 6″	44·43	32,35,066	
5′ 6″	44·94	32,96,899	
5′ 6″	32·86	...	An alternative alignment, four miles shorter, from Belapur *vid* Bablishwar, was also examined but the estimates of cost have not been submitted.
...	...	...	The direct route avoids the Ahiri and Sironcha taluks which need opening up. A branch on the 2′ 6″ gauge from Bellarpur to Sironcha has accordingly been projected in connection with this route. It will be 107·33 miles long and is estimated to cost Rs. 42,25,580 including rolling-stock.
5′ 6″	190·73	* 2,32,30,222	
5′ 6″	184·35	*2,25,74,567	
5′ 6″	148·62	* 1,68,65,529	
2′ 6″	16·25	5,29,768	The construction of this line as an extension of the Baraset-Basirhat Light Railway on a guarantee from the District Board of 24-Parganas has been sanctioned since the close of the year.
...	...	...	See "Light railways in Sind."
...	...	...	See "Ganjam District Light railways."
...	...	...	Do.
5′ 6″	54	43,50,000	

rolling-stock.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B—*concld.*			
Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).	East Indian railway ...	Bhagalpur and Nalhati or Ahmadpur.	Not surveyed ...
Bhairab Bazar-Dacca railway (Eastern Bengal and Assam).	Assam-Bengal railway...	Bhairab Bazar *viâ* Demra, Punchdona, Nursinghdee and Raipura, to Dacca.	Reconnoitred ...
Bhairab Bazar-Mymensingh railway (Eastern Bengal and Assam).	Do.	Bhairab Bazar to a point on the old Brahmaputra opposite Mymensingh.	Reconnaissance sanctioned.
Bhairab Bazar-Tangi railway (Eastern Bengal and Assam).	Do.	Bhairab Bazar and Tangi ...	Surveyed ... ...
Bhamo-Momein (Tengyueh) railway (Burma).	Burma railways, across a ferry between Bhamo and Katha.	Bhamo and Momein ...	Surveyed ...
Bhatni-Bettiah extension (Bengal)	Bengal and North-Western railway.	Bhatni and Bettiah ...	Partly surveyed ...
Bhojudih-Daltonganj railway (Bengal).	Bengal-Nagpur railway	Bhojudih and Daltonganj ...	Surveyed ...
Bilaspur-Mungeli-Mandla railway (Central Provinces).	Bengal-Nagpur railway	Bilaspur and Mandla ...	Under survey ...
Bilimora-Sara railway (Bombay) (*New project*).	Bombay, Baroda and Central India railway.	Bilimora and Sara with extension from Sara to Kalamba.	Under survey. Do.
Bir-Bhopal railway (Central India and Central Provinces).	Great Indian Peninsula railway.	Bir and Bhopal	Reconnoitred ...
Bishenpur (or Bankura)-Calcutta railway (Bengal).	...	...	...
Bitragunta (or Kavali)-Udayagiri railway (Madras).	Madras and Southern Mahratta railway.	Bitragunta and Udayagiri ...	Under survey ...
Bokaro coal-field-Sone East Bank railway (Bengal) (*New project.*)	East Indian railway ...	Bokaro coal-field to a point near Sone East Bank.	Not surveyed ...
Bokaro and Ramgarh coal-fields railway (Bengal) (*New project.*)	Do. ...	Bokaro and Ramgarh coal-fields to Mohuda.	Surveyed ... ...
Bombay-Sind connection railway (Cutch, Sind and Bombay).	Bombay, Baroda and Central India railway.	Viramgam *viâ* Radhanpur, Suigam and Nagarparker to Badin.	Reconnoitred ...
Bombay-Southern Mahratta railway (Bombay).	Madras and Southern Mahratta railway.	Karad Road and Hogg Island and Vingorla.	Not surveyed ...
Borjan-Suntak tramway (Eastern Bengal and Assam).	Assam-Bengal railway ...	Borjan and Suntak	Not surveyed ...
Borkhedi-Hinganghat railway (Central Provinces).	Great Indian Peninsula railway.	Borkhedi and Hinganghat ...	Surveyed ...
Broach-Jambusar-Masor Road railway (Bombay).	Bombay, Baroda and Central India railway.	Broach and Masor Road ...	Not surveyed ...
Burdwan-Kutwa railway (Bengal)	East Indian railway ...	Burdwan and Kutwa ...	Surveyed ...
Buthidaung-Maungdaw railway (Burma).	...	Buthidaung and Maungdaw ...	Surveyed ... ...
C.			
CACHAR DISTRICT TRAMWAYS—			
Sealtick-Lala Bazar (Eastern Bengal and Assam).	Assam-Bengal railway	Sealtick and Lala Bazar ...	Reconnoitred by the promoters.
Silchar-Duarbund (Eastern Bengal and Assam).		Silchar and Duarbund ...	Do. ...
Silchar-Tikalpur (Eastern Bengal and Assam).		Silchar and Tikalpur ...	Do. ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	...	...	
3′ 3⅜″	44	48,89,850	This line is alternative to the "Bhairab Bazar-Tangi" project.
3′ 3⅜″	62	...	
3′ 3⅜″	39·46	42,56,975	A detailed survey of this line which is alternative to the "Bhairab Bazar-Dacca project" has been completed and estimates received since the close of the year. The line is estimated to cost Rs. 42,56,995 without rolling stock and the wagon ferry across the Megna river. The latter is estimated to cost an additional sum of Rs. 14,94,218.
2′ 6″	122·5	1,27,52,165	The estimate for the line with a bridge over this river is awaited.
3′ 3⅜″	50	...	The survey was carried out in 1903 up to the east bank of the Gandak river, about 42 miles, and was then abandoned by the Bengal and North-Western railway.
5′ 6″	171	1,68,00,000	
2′ 6″	156	...	
2′ 6″	32	...	This line has been proposed by the Baroda Durbar.
2′ 6″	...	...	An extension of the line from Sara to Kalamba has also been proposed by the Durbar since the close of the year.
5′ 6″	102	1,66,12,246	This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal, and with a view to shortening the through mileage between Bhopal and Bombay. The estimates prepared are for a double line without rolling-stock. A detailed survey has been sanctioned.
...	...	...	See "Bankura (or Bishenpur)-Calcutta railway."
Not stated. Probably 2′ 6″.	50	...	This line has been recommended by the Government of Madras for construction from the famine insurance fund in consideration of its protective value.
...	...	...	
5′ 6″	54·25	46,55,932	The survey has been completed and detailed plans and estimates are awaited.
5′ 6″	269	2,12,73,000	A detailed survey has been ordered and is now in progress.
3′ 3⅜″	202	1,58,09,000	
6 miles 3′ 3⅜″ 2 „ 2′ 0″	8	...	
5′ 6″	26·06	20,91,064	This will form a chord between the North-East line and the Wardha Coal branch of the Great Indian Peninsula railway.
2′ 6″	31	...	The Baroda Durbar offered to construct the line in 1903, but have since abandoned it.
5′ 6″	34	26,49,418	This line will probably be constructed by the East Indian railway as part of their undertaking when funds are available.
3′ 3⅜″	16·91	20,29,392	The construction of this line as a tramway is under negotiation between the Arakan Company and the Government of Burma.
2′ 6″	24	14,75,405	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway.
2′ 6″	22		
2′ 6″	14		The Government of Eastern Bengal and Assam is arranging for a survey of the Silchar-Duarbund and Silchar-Tikalpur lines.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
C.—*concld.*			
Calcutta Central railway (Bengal)	East Indian railway	Howrah and Sealdah ...	Not surveyed ...
Calcutta-Ranaghat - Rampur Boalia railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sealdah to Shampur, mile 130·6, north of the Ganges river.	Reconnoitred ...
		(ii) Shampur to Nattore ...	Do. ...
		(iii) Shampur to mile 86 on the Katihar-Godagari extension.	Do. ...
Captainganj-Padrauna branch (United Provinces).	Bengal and North-Western railway.	Captainganj and Padrauna ...	*Vide* "Remarks" ...
Cawnpore-Banda railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore to Khairada (7 miles west of Banda) *viâ* Ghatampur and Summerpur.	Surveyed ... ...
		Branch from Summerpur to Belatal (about 14 miles east of Harpalpur) *viâ* Maskera and Rath.	Do. ... ...
Cawnpore-Hamirpur railway (United Provinces).	East Indian railway ...	Cawnpore to the river Jumna opposite Hamirpur.	Not surveyed ...
Cawnpore-Rae Bareli-Fyzabad railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore and Fyzabad ...	Partly surveyed ...
Champaner Road—Shivrajpur tramway (Bombay). (*New project.*)	Bombay, Baroda and Central India railway (Baroda-Godhra chord).	Champaner Road and Shivrajpur	.....
Chansama-Harij railway extension to Kathi (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Harij and Kathi ...	Not stated ... ...
Chicacole Road-Calingapatam light railway (Madras). Chicacole Road-Gunipur light railway (Madras). Chicacole Road-Parvatipur light railway (Madras).	...	...	...
Chhor-Tatta railway (Bombay) ...	...	...	...
Chowk-Pen-Nagothna extension (Bombay). (*New project*).	...	...	...
Cuddalore-Vriddhachalam railway (Madras).	South Indian railway ...	Cuddalore and Vriddhachalam...	Surveyed ... ...
D.			
Dacca-Aricha extension (Eastern Bengal and Assam).	...	...	...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	...	£1,500,000	The scheme comprised a permanent road and railway bridge over the Hooghly at the site of the existing floating bridge, a central passenger station at Calcutta and an elevated junction railway to unite the East Indian and Eastern Bengal State railways and the Kidderpore docks. The estimated cost represents the total capital proposed to be raised, the figure being increased to £2,750,000 if a broad avenue to afford access to the Central station from Howrah be included in the scheme.
3′ 3⅜″	130·6	4,61,57,000	This line was proposed with a view to giving the traffic of the metre gauge railways north of the Ganges direct access to Calcutta without a transhipment. The estimates, which are approximate, provide for a double metre gauge line between Sealdah and Shampur (mile 130·6) and a single line to Nattore and to the point of junction with the Katihar-Godagari extension.
3′ 3⅜″	21·4	17,55,000	
3′ 3⅜″	30·0	20,86,000	The (ii) "Shampur-Nattore" branch is alternative to the "Nattore-Rampur Boalia" project, while (ii) and (iii) combined is alternative to the "Nachoul-Rampur Boalia-Gopalpur" branch.
3′ 3⅜″	18	...	This will form part of the Thawe-Tewaripatte-Captainganj railway and is under survey in connection with that line.
5′ 6″	75·92	*80,36,657	This will supersede the Cawnpore-Hamirpur railway project, but it is at present in abeyance for want of funds.
5′ 6″	64·55	*40,78,897	
2′ 6″	64·55	*21,33,154†	
...	35½	...	The line is assumed to cost Rs. 15,000 per mile on the 2′ 6″ gauge. Proposals were received in 1904 for its construction as a steam tramway on the 2′ gauge. The District Board of Cawnpore agreed to guarantee interest on working capital at 4 per cent. on condition of receiving a moiety of surplus profits. In 1905 the promoters intimated that they did not desire to proceed with the scheme. The Cawnpore-Banda railway will supersede this line.
5′ 6″	140	1,12,00,000	This line was proposed by the Indian Midland Railway Company in 1899. The Unao-Rae Bareli section, 52·88 miles, and a branch from Sataun to Dalmau, 19·51 miles, have been surveyed by the Oudh and Rohilkhand State railway, and are estimated to cost Rs. 39,90,528 and 15,39,358 respectively on the 5′ 6″ gauge. Alternative lines from Mustafabad to Unao (or Cawnpore bridge) and from Munshiganj about 4 miles from Rae-Bareli to Dalmau have been sanctioned for construction by the Secretary of State since the close of the year.
2′ 6″	17·50	...	The draft order authorising the construction of this line as a tramway is under consideration.
3′ 3⅜″	7½	...	This line will probably be constructed by the Baroda Durbar in whose territory it will entirely lie.
...	...	...	See under "Ganjam District light railways."
...	...	...	See under "Light railways in Sind."
...	...	...	See "Kalyan-Belapur Light railway."
3′ 3⅜″	34	...	The results of survey have not yet been received by the Railway Board.
...	...	...	See under "Dacca-Mymensingh railway extensions."

* Excluding rolling-stock.
† Or Rs. 23,33,410 with 5′ 6″ gauge substructure.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
D.—*continued.*			
Dacca-Mymensingh railway extensions (Eastern Bengal and Assam).	Dacca section, Eastern Bengal State railway.	(*i*) Dacca to Aircha ...	Surveyed ... ...
		Alternative.	
		Tangi, *vid* Dassora, to Aircha.	Do. ... ...
		(*ii*) Mymensingh, *vid* Netrokona to Bara Ari, with a branch from Shambhuganj to Gauripur.	Do. ... ...
		(*iii*) Singhjani, *vid* Sherpore, to Nalitabari.	Do. ... ...
		(*iv*) Bara Ari to Doleepur ...	Do. ... ...
Dalla-Dedaye railway (Burma) ...	Burma railways ...	Dalla to a point opposite Dedaye	Reconnoitred ...
		With a branch to Twante ...	Do. ... ...
Damoh-Atarra light railway (Central Provinces and Central India).	Great Indian Peninsula railway.	Damoh and Atarra ...	Do. ... ...
Danubyu-Pantanaw branch railway (Burma).	...	...	...
Darbhanga-Khagaria chord (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Darbhanga and Khagaria ...	Surveyed ... ...
Darrang District tramway (Eastern Bengal and Assam).	...	...	...
Deesa-Tharad railway (Bombay)	Bombay, Baroda and Central India railway (Palanpur-Deesa).	Deesa to Tharad with branches— (*i*) Diodar to Radhanpur.	Surveyed ...
		(*ii*) Abasana to Suigam ...	Do. ...
Dehra-Mussooree-Landour railway (United Provinces).	Oudh and Rohilkhand State railway.	Dehra to Mussooree ...	Do. ...
	(Hardwar-Dehra.)	Mussooree to Landour ...	Not surveyed ...
Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).	North Western State railway.	Dehra Ghazi Khan and Sakhi Sarwar.	Do. ...
Dhak branch (Punjab).	Do. ...	Dhak to Tajuwala	Surveyed ...
		Alternative.	
		Dhak *vid* Katha to Tajuwala ...	Do. ...
Dhakia-Sambhal branch (United Provinces) (*New project*).	...	...	...
Dharmapuri-Bangalore railway (Madras and Mysore).	South Indian railway ...	Dharmapuri *vid* Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.	Surveyed ... ...
Dhasa-Kundla railway (Kathiawar, Bombay.) (*New project*).	...	...	...
Dholka-Dhandhuka-Ranpur extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Dholka).	Dholka to Dhandhuka *vid* Fedra.	Surveyed ...
		Alternative.	
		Dholka to Dhandhuka *vid* Gamph	Do. ...
		Dhandhuka to Ranpur ...	Reconnoitred ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	45	76,71,060	
3′ 3⅜″	45	75,72,105	
3′ 3⅜″	36·5	27,26,812	Includes the cost of a bridge over the Brahmaputra. If a ferry, instead of a bridge, be provided, the cost would be Rs. 20,92,797. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge and of the Singhjani-Sherpore-Nalitabari line on the 2′ 6″ gauge. The promoters were informed in the same year of the terms on which a concession could be granted.
3′ 3⅜″	25	12,38,886	For a well equipped line, with ferry. For a cheap line with, and without, ferry the cost is estimated at Rs. 9,21,250 and Rs. 8,40,250, respectively.
3′ 3⅜″	50·5	46,43,094	
3′ 3⅜″	34¾	16,85,814	The line was proposed to serve the delta of Lower Burma. It would have to contend against keen river competition.
3′ 3⅜″	14½	7,11,472	
2′ 6″	151	27,18,000	This line was put forward by the Indian Midland Railway Company in 1899 as a feeder to their railway system.
...	...	...	See "Henzada-Danubyu-Begayet railway."
3′ 3⅜″	62·31	38,12,210	The traffic prospects of the line are under investigation.
...	...	...	See "Mangaldai tramway."
3′ 3⅜″	84·84	22,71,957	This line will be an extension of the existing Palanpur-Deesa railway.
3′ 3⅜″	16	...	The results of survey have not yet been received.
2′ 0″	27	32,52,895	
...	...	...	
5′ 6″	35	35,00,000	
5′ 6″	11·04	*4,96,594	This line has been proposed chiefly in the interests of coal trade. The alternative *viâ* Katha is preferred by the Government of the Punjab to the direct line.
5′ 6″	15	*6,75,000	
...	...	...	See "Moradabad-Sambhal Branch."
2′ 6″	106·67	37,52,536	The construction of the Dharmapuri-Palakodu-Hosoor section, 60·50 miles, estimated to cost Rs. 22,33,527 from famine insurance fund in consideration of its protective value has been sanctioned by the Secretary of State since the close of the year.
...	...	...	See under "Khijadia-Amreli railway."
3′ 3⅜″	38·64	20,32,210	
3′ 3⅜″	44·50	23,10,925	Proposals have been received this year for the construction by private enterprise of a metre gauge line from Dhoika to Dholera *viâ* Gamph, 40 miles, instead of this line. The Gamph-Dholera section of the line, 8½ miles long, is under survey.
3′ 3⅜″	16½	4,62,000	

* Excluding rolling-stock.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the provinces in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
D.—*concld.*			
Dholka-Dholera railway (Bombay).	...	...	...
Dhulia-Amalner branch (Bombay).	Great Indian Peninsula railway.	Dhulia and Amalner ...	Surveyed ...
Dindigul-Palghat railway (Madras)	South Indian railway ...	Dindigul *vid* Palni, Pollachi and Kollengode to Palghat.	Do. ...
Diodar-Radhanpur branch (Bombay).	...	...	...
Dodbele-Kolar gold-fields railway (Mysore).	Madras and Southern Mahratta railway (Mysore section).	Dodbele to the Kolar gold-fields...	Reconnoitred ...
Dongargaon-Bhamnala railway (Central India) (*New project*).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Dongargaon *vid* Mitawal to Bhamnala.	Not surveyed ...
Dusi-Salur light railway (Madras)	Bengal-Nagpur railway	Dusi to Salur *vid* Bobbili with a branch from Paddapenki to Parvatipur.	Not surveyed ...
F.			
Fatehpur-Markundi chord (United Provinces).	East Indian railway ...	Fatehpur to Markundi ...	Surveyed ...
		Alternatives.	
		(*i*) Fatehpur to Karwi ...	Do. ...
		(*ii*) Khaga to Manikpur ...	Do. ...
G.			
Gadag-Yalvigi railway (Bombay)	Madras and Southern Mahratta railway.	Gadag to Yalvigi with gold mine branches—	Do. ...
		(1) Gadag to Kabulayatkatti ...	Do. ...
		(2) Nabapur on (1) to Sangli ...	Do. ...
		(3) Beldahadi on (1) to Hosur ...	Do. ...
Gajroula-Chandpur railway (United Provinces).	Oudh and Rohilkhand State railway.	Gajroula and Chandpur ...	Surveyed ... ...
Ganjam District light railways (Madras).			
The lines comprised in this scheme are :—			
(i) Berhampore-Gopalpur (Madras).	Bengal-Nagpur railway	Berhampore and Gopalpur ...	Not surveyed ...
(ii) Berhampore-Russelkonda (Madras)	Do.	Berhampore and Russelkonda ...	Surveyed ... ...
(iii) Chicacole Road-Calingapatam (Madras).	Do.	Chicacole Road and Calingapatam	Not surveyed ...
(iv) Chicacole Road-Gunipur (Madras).	Do.	Chicacole Road and Gunipur ...	Do. ...
(v) Chicacole Road-Parvatipur (Madras).	Do.	Chicacole Road and Parvatipur ...	Do. ...
(vi) Parlakimedi-Baruva (Madras).	Do.	Parlakimedi and Baruva ...	Do. ...
Garda (Bahadarpur)-Songhir extension (Bombay).	...	...	...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See under "Dholka-Dhandhuka-Ranpur extension."
5′ 6″	20	20,00,000	
3′ 3⅜″	110·92	78,98,640	The line will be constructed and worked by the agency of the South Indian railway.
...	...	...	See "Deesa-Tharad railway," of which this line is proposed to form a branch.
3′ 3⅜″	72·5	...	This line was urged by the Mysore Durbar in 1906 in consideration of its administrative advantages.
2′ 6″	39	...	This line and the Khandwa-Kuksi railway, proposed by the Indore Durbar will be alternative to the proposed Barwaha-Bodeli railway. The survey of the projected line is in abeyance for want of funds.
2 6″	65	...	This line, which is situated in the Vizagapatam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2′ 6″ gauge in the Ganjam district.
5′ 6′	72·2	98,46,166	
5′ 6″	52·0	72,59,200	
5′ 6″	56·7	85,98,362	
3′ 3⅜″	33·58	...	This line is intended to form a chord between the main line and the Harihar branch of the Madras and Southern Mahratta railway. Part of it will also supply a branch to the Dharwar gold-fields. The surveys were completed during 1906, but the project report and estimates have not yet been received by the Railway Board.
3′ 3⅜″	13·65	...	
3′ 3⅜″	5·39	...	
3′ 3⅜″	2·87	...	
5′ 6″	22·15	5,05,953	The construction of the railway as a fair weather line is under consideration.
2′ 6″	8	2,00,000	These lines were put forward by an English Syndicate who proposed to take over from the Raja of Parlakimedi the 2′ 6″ gauge railway between that place and Naupada.
2′ 6″	49·08	14,90,711	
2′ 6″	24	6,00,000	
2′ 6″	65	17,85,000	
2′ 6″	42	10,50,000	
2′ 6″	35	8,75,000	
...	...	...	See "Bahadarpur (Garda)-Songhir extension"

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
G—*concld.*			
Gheria extension (Bengal) ...	Eastern Bengal State railway.	Lalgola and a point on the mouth of the Bhagirathi river near Gheria.	Surveyed ... ...
Goalundo-Narayanganj extension (Eastern Bengal and Assam).	Eastern Bengal State railway.	Lakhee Khal Hat (opposite Faridpur) and Munshiganj.	Do. ...
Guntur-Repalli branch (Madras)	Madras and Southern Mahratta railway.	Guntur and Repalli ...	Do. ...
H.			
Hajiganj-Shatnal branch (Eastern Bengal and Assam).	Assam-Bengal railway.	Hajiganj and Shatnal ...	Surveyed ...
Hansi-Jakhal railway (Punjab).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Hansi and Jakhal ...	Do. ...
Harda-Hindia railway (Central Provinces).	Great Indian Peninsula railway.	Harda and Hindia ...	Not surveyed ...
Hardoi-Sandi branch (United Provinces).	Oudh and Rohilkhand State railway.	Hardoi and Sandi ...	Surveyed ...
Harpalpur-Kalpi light railway (United Provinces).	Great Indian Peninsula railway.	Harpalpur and Kalpi ...	Partly surveyed ...
Harpalpur-Nowgong light railway (United Provinces and Central India).	Great Indian Peninsula railway.	Harpalpur and Nowgong ...	Surveyed ...
Henzada-Danubyu-Begayet railway (Burma).	Burma railways ...	Henzada *vid* Danubyu and Einme to Begayet. With a branch from Danubyu to Pantanaw.	Surveyed ... ... Do. ... ...
Hsipaw-Mong Nai extension (Burma).	Do. ...	Hsipaw to Manpan	Surveyed ...
		Manpan to Mong Nai ...	Not surveyed ...
Hyderabad-Kistna river railway (Nizam's Hyderabad).	Nizam's Guaranteed State railway.	Hyderabad and Kistna river ...	Surveyed ...
Hyderabad (or Kotri)-Karachi railway (Bombay).	...	...	...
I.			
Itarsi-Ellichpur railway (Central Provinces).	Great Indian Peninsula railway.	Itarsi and Ellichpur	Not surveyed ...
J.			
Jagadhri Light railway (Punjab) (*New project.*).	North Western State railway.	Jagadhri railway station to Jagadhri town.	Surveyed ...
Jalesar Road-Kasganj tramway (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Jalesar Road and Kasganj ...	Not surveyed ...
Jammu-Srinagar railway (Kashmir).	North Western State railway.	Jammu and Srinagar. The alternative routes are :—	
		(*i*) Larulari-Banihal route ...	Surveyed ...
		(*ii*) Chenab Valley-Banihal route.	*Do.* ...
		(*iii*) Golabgarh route ...	*Do.* ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	13·47	9,18,960	The object of the scheme is to provide a *ghat* station, which can be relied on in the high-water season, on the right bank of the Ganges for the Godagari-Lalgola ferry. It has been decided to await the results of working at Lalgola Ghat before undertaking the construction of the line.
3′ 3⅜″	40	58,46,738	The project provides for an ordinary transhipment ferry between Lakhee Khal Hat and Faridpur, and a wagon and passenger ferry at Munshiganj.
3′ 3⅜″	38	17,33,687	The District Board of Guntur are desirous of constructing this line on the 5′ 6″ gauge with capital to be raised by them in the open market.
3′ 3⅜″	24·39	32,81,500	This project is for the establishment of a connection between the Assam-Bengal and the Eastern Bengal State railways by means of a wagon ferry between Shatnal and Narayanganj on the Goalundo-Narayanganj extension of the latter line.
3′ 3⅜″	50·57	20,45,764	
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway.
5′ 6″	14·39	3,62,004	
2′ 6″	102	15,90,924	Only the Harpalpur-Rath section (25·88 miles) was surveyed by the Indian Midland railway for a 2′ 0″ gauge line, from the results of which the present estimates have been prepared. This line will probably be superseded by the Cawnpore-Banda railway with a branch from Summerpur *viâ* Rath to Belatal about 14 miles east of Harpalpur.
2′ 6″	19·22	2,71,762	This line was surveyed by the Indian Midland railway on the 2′ 0″ gauge, on the results of which the present estimates are based.
3′ 3⅜″	93·48	65,52,104	This line supersedes the proposed Henzada-Konzingon railway which has been found to be unpromising owing to the proposed route being subject to floods.
3′ 3⅜″	24·25	16,00,082	
3′ 3⅜″	50	35,61,178	
...	...	...	
3′ 3⅜″	See "Remarks".	See "Remarks".	A preliminary survey was made by the Nizam's Government in 1905 but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Dhone-Kurnool line it will form the southern portion of the through metre gauge connection between Northern and Southern India.
...	...	...	See "Light railways in Sind."
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway. It will be partly superseded by the projected Nagpur-Itarsi railway which has been sanctioned for construction.
2′ 0″	4·52	70,588	The draft order authorizing the construction of the proposed line by private enterprise under the Indian Tramways Act is under consideration.
2′ 6″	50	15 to 20 lakhs	The Raja of Awa has applied to the Government of the United Provinces for a concession for this line with permission to utilize the existing road and the canal and road bridges for laying the line on.
2′ 6″	186½	2,38,61,500	The connection with Srinagar *viâ* Sarai Kala and Abbottabad, which is more feasible, has been decided upon, *vide* "Sarai Kala-Abbottabad Srinagar railway."
2′ 6″	173	2,54,57,500	
2′ 6″	156·17	3,34,73,596	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
J—*concld.*			
Jamnagar-Salaya extension (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).	Jamnagar and Salaya ...	Not surveyed ...
Jehazpur-Nasirabad extension (Rajputana).	...	...	...
Jehazpur-Paondero extension (Rajputana).	...	...	...
Jhang-Sangla railway (Punjab) .	North Western State railway.	Jhang and Sangla ...	Surveyed ...
Jhind-Panipat railway (Punjab) (*New project.*)	...	...	...
Jullundur Doab group lines (Punjab).	North Western State railway.	Hoshiarpur and Nawa Shahr ...	Surveyed ...
Jullundur-Hoshiarpur railway (Punjab).	...	...	...
Jullundur-Kapurthala-Sultanpur railway (Punjab).	...	...	...
K.			
Kalaura-Chhatak tramway (Eastern Bengal and Assam).	...	...	...
Kalikiri-Rayachoti branch (Madras).	Madras and Southern Mahratta railway.	Kalikiri or Piler and Rayachoti.	Surveyed ...
Kalol-Kadi railway extension (Bombay) (*New project*).	Bombay, Baroda and Central India railway (Vijapur-Kalol Kadi).	Kadi to the frontier of the Baroda State in the direction of the village of Bhoyani.	Not surveyed ...
Kalyan-Belapur Light railway (Bombay) (*New project*).	Great Indian Peninsula railway.	Kalyan *vid* Taloja to Belapur, with a branch from Taloja *vid* Panvel and Chowk to Karjat.	Under survey ...
		Extension from Chowk *vid* Pen to Nagothna.	Reconnoissance sanctioned.
Kampur-Silghat light railway (Eastern Bengal and Assam) (*New project*).	Assam-Bengal railway...	Kampur to Silghat *vid* Nowgong	Do. ...
Kangra Valley railway (Punjab) .	North Western State railway.	Pathankot to Palampur with a branch from Aund to Dunera.	Reconnoitred ...
Karauli branch (Rajputana) .	...	Gungapur and Karauli ...	Not surveyed ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).	...	...	...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	35	...	
...	...	...	See "Baran-Marwar railway".
...	...	...	
5′ 6″	74·40	44,14,931	This line will be constructed by the State as an integral part of the North Western State railway.
...	...	...	See "Panipat-Jhind railway."
5′ 6″	124·70	1,13,08,274	The projected railway starts at Hoshiarpur and passes through Adampur, Jullundur, Kapurthala, Sultanpur, Malsian, Nakodar, Nur Mahal, Rur Kha and Phagwara to Nawa Shahr with branches from Nawa Shahr to Garhshankar on the north and Rahon on the south.
2′ 6″		97,63,399	The following sections of the line were previously surveyed and estimated for :—
			Miles. Gauge. Cost.
			Jullundur-Hoshiarpur . . 23·92 5′ 6″ 14,10,000
			Jullundur-Sultanpur . . 28·82 2′ 6″ 10,41,376
			The surveys have been completed and the detailed alternative projects on the 5′ 6″ and 2′ 6″ gauges received since the close of the year are under consideration. The estimated cost shown in column (7) is for a fully equipped line. If however the branch from Nawa Shahr to Garhshankar be not constructed and the railways be built as light lines, the total length will be 118·40 miles and the cost may be reduced to Rs. 86,38,555 for 5′ 6″ gauge and to Rs. 75,22,451 for 2′ 6″ gauge.
...	...	...	See "Jullundur Doab group lines."
...	...	...	
...	...	...	See "Sylhet District tramways."
3′ 3⅜″	34·42	10,75,736	
3′ 3⅜″	*6	...	
2′ 0″ or 2′ 6″	47	...	
2′ 0″ or 2′ 6″	37	...	
Not decided ...	50	.....	The line will be of immense benefit to the industrial interests in the Nowgong District and will obtain the bulk of the tea carrying trade. The survey of the line both on the metre and 2′ 6″ gauge systems has been ordered since the close of the year.
2′ 6″	87	57,85,440	The scheme as originally proposed contemplated a main line from Pathankot *vid* Palampur, Baijnath, Mundi, Suket, Bilaspur, Nalagarh and Rupar to some point on the North Western State railway between Ludhiana and Sirhind, with branches to Dalhousie, Dharamsala, Sultanpur, Kalka and Simla.
Not stated .	25	...	This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.
...	...	...	See "Sylhet District tramways."

*Approximate.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
K—*contd.*			
Karnal Kaithal-Nabha branch (Punjab).	East Indian railway (Delhi-Umballa-Kalka).	Karnal and Nabha ...	Not surveyed ...
Karwi-Rajapur railway (United Provinces).	Great Indian Peninsula railway.	Karwi to Rajapur direct ... *Alternative.*	Surveyed ...
		Karwi to Rajapur *viâ* Pahari.	Do.
Kashmir railway (North-West Frontier Province and Kashmir).	...	...	...
Kathgodam-Naini Tal branch (United Provinces).	Rohilkund and Kumaon railway.	Kathgodam and Naini Tal ...	Not surveyed ...
Katwa-Ahmadpur railway (Bengal)	East Indian railway ...	Katwa and Ahmadpur ...	Do. ... ...
Kavali (or Bitragunta)-Udayagiri railway (Madras).	...	...	...
Khagaria-Darbhanga Chord (Bengal).	...	...	...
Khamgaon-Jalna railway (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Khamgaon and Jalna ...	Surveyed ...
Khanai Hindu Bagh railway (Baluchistan) (*New project*).	North Western State railway,	Khanai to Hindu Bagh ...	Under survey ...
		With branches to chrome mines and quarries.	Do. ...
Khandwa-Akola-Nanded railway (Central Provinces and Nizam's Hyderabad).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa and Nanded ...	Surveyed ...
Khandwa-Kuksi railway (Central India) (*New project*).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa *viâ* Bhikangaon Khergaon on Rajpur and Barwani to Dhaod and on to Kuksi.	Not Surveyed ...
Khanpur-Chachran railway (Punjab).	North Western State railway.	Khanpur and Chachran ...	Surveyed ... ...
Khijadia-Amreli railway (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Khijadia and Amreli,... ...	Partly surveyed ...
Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Kissengunge and Jalpaiguri ...	Surveyed ... ...
Kotri (or Hyderabad)-Karachi light Railway (Bombay).	...	...	...
Krishnagar-Jalanghi railway (Bengal).	Eastern Bengal State railway.	Krishnagar and Jalanghi ...	Surveyed ... ...
Kumbakonam-Mannargudi branch (Madras).	South Indian railway ...	Kumbakonam and Mannargudi...	Surveyed ... ...

* With second hand materials and rolling stock. With

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5' 6"	70	56,00,000	
5' 6"	18·84	7,75,938	The Government of the United Provinces is in favour of the Pahari route. The consideration of the project is in abeyance for want of funds.
5' 6"	21·21	8,41,951	
...	...	...	See "Saraikala-Abbottabad-Srinagar railway".
2' 0"	13	12,00,000	This line was proposed by private enterprise in 1896 and a concession was granted for its construction, which lapsed in 1898.
5' 6"	31¾	28,22,765	The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.
...	...	...	See "Bitragunta (or Kavali)-Udayagiri railway".
...	...	...	See "Darbhanga-Khagaria Chord".
2' 6"	93·55	32,65,151	
2' 6"	45	.....	The construction of the line will develop the mining industry of the Province and open up the Zhob valley.
2' 6"	15	.....	
3' 3⅜"	252·25	1,90,00,000	This line will form the northern portion of the through metre gauge connection between railways in Northern and Southern India.
2' 6"	123·5	...	The survey of this line which has been proposed by the Indore Durbar has been sanctioned, but it is in abeyance for want of funds. The line will be alternative to the proposed Barwaha-Bodeli railway (see also Dongorgaon-Bhamnala railway).
5' 6"	23·27	16,79,458	The line will connect with Mithankot by means of a steam ferry between that place and Chachran The terms for the construction and working of the line by the North Western railway have been settled with the Bahawalpur Darbar since the close of the year.
3' 3⅜"	10½	...	The Machiala-Amreli section, about 6 miles, has been surveyed by the Baroda Durbar and earthwork completed on the whole line as a measure of famine relief. It has since been agreed by the Baroda and the Bhavanagar Durbars that the line should be extended to Chalala and that another line on the same gauge should be constructed from Dhasa to Kundla *vid* Damnagar and Lilia and that the two should be linked by a small Chord somewhere between Amreli and Lilia.
3' 3⅜"	63·67	27,65,021	The line will afford an alternative route, *vid* the Ranaghat-Katihar railway for traffic between Calcutta and Darjeeling. The Government of Bengal generally approves of the construction and proposed alignment of the line, but is of opinion that it should not be taken in hand till some experience has been gained of the trend of traffic on the new Katihar-Godagari extension, which would probably affect the traffic of this line.
...	...	...	See "Light railways in Sind."
2' 6"	56·10	16,28,906*	The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.
3' 3⅜"	22·57	18,60,533	See "Remarks" against "Nidamangalam-Vedaraniem railway" which comprises the "Nidamangalam-Mannargudi" section of this line.

new materials and rolling-stock the cost is Rs. 18,41,500.

APPEN

Statement of railway and tramway projects

Name of projects, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
K—*concld.*			
Kunch-Madhogarh railway (United Provinces).	Great Indian Peninsula railway. (Indian Midland).	Kunch *viâ* Jalaon to Shankerpur on the Jumna opposite Auriya.	Surveyed ...
		Branch from Jalaon to Madhogarh.	Do. ...
Kurla-Trombay railway (Bombay)	Great Indian Peninsula railway.	Kurla and Trombay ...	Do. ...
Kyangin-Zigon (Kyangin-Nathalin) railway (Burma).	Burma railways ...	Kyangin on the west bank of the Irrawaddy to Zigon on the Prome line.	Do. ... ...
L.			
Lakh (or Belapur)-Sangamner branch (Bombay).	...	...	...
Lalgola-Gheria extension (Bengal)	...	...	...
Larkhana-Kambar-Shahdadpur railway (Bombay).	North Western State railway.	Larkhana and Shahdadpur ...	Surveyed ... ...
Lashio-Kunlong extension (Burma).	Burma railways ...	Lashio to the Kunlong ferry.	
		The alternative routes are :—	
		(1) Hsenwi (Theinni) ...	Reconnoitred ..
		(2) Hsupkyet (Supkyet) ...	Reconnoitred ...
Light railways in Sind (Bombay)—			
The lines comprised in the scheme are :—			
(1) Mirpur Khas-Jhudo	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Jhudo ...	Surveyed ...
(2) Mirpur Khas-Sangur ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Sangur ...	Under survey ...
(3) Shadipalli-Mehoo Suboo...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli and Mehoo Suboo ...	Not surveyed ...
(4) Shadipalli-Samara with a possible extension thereof to meet (5).	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli *viâ* Samara to a point on (5).	Do. ...
(5) Chhor-Tatta	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Chhor and Tatta	Do. ...
(6) Mirpur Buttora-Dhindee...	...	Mirpur Buttora on (5) to Dhindee	Do. ...
(7) Belo-Shahbunder ...	...	Belo on (5) to Shahbunder ...	Do. ...
(8) Hyderabad (or Kotri)-Karachi.	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Hyderabad (or Kotri) *viâ* Tatta to Karachi.	Do. ...
or Tatta-Karachi ...	...	Tatta to Karachi	Do. ...
Lower Sind branches (Bombay)—			
The lines at present comprised in the scheme are :—			
(1) Badin-Jungshahi ...	North Western State railway.	Badin and Jungshahi ...	Surveyed ... ...
(2) Tando Muhammed Khan-Mirpur Buttora.	Do. ...	Tando Muhammed Khan and Mirpur Buttora.	Do. ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	36	13,43,968	A certain amount of earthwork was carried out in 1906 by the United Provinces Government as a measure of famine relief.
5′ 6″	16	5,92,143	
5′ 6″	5·45	...	The survey has been completed and the results are awaited.
3′ 3⅜″	39·56	32,49,917	The object of the projected line is to connect the Bassein-Henzada-Kyangin line on the west side of the Irrawaddy with the Rangoon-Prome line on the east, as an alternative to the Tharrawar-Letpadan line.
...	...	...	See "Belapur (or Lakh)-Sangamner branch."
...	...	...	See "Gheria extension."
2′ 6″	32·2	11,68,118	On the 5′ 6″ gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.
3′ 3⅜″	90	1,01,41,298	The Theinni route is considered in every way inferior to the Supkyet route.
3′ 3⅜″	93¼	1,03,54,840	
3′ 3⅜″	50	7,12,025	(1) This line has been built and is now open to traffic.
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
5′ 6″	70	37,41,833	These lines, as well as the Hyderabad-Badin branch, which is now open were projected as light feeders to the North Western State railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
5′ 6″	33	17,19,269	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M.			
Madouk-Nyaunglebin-Waingyi railway (Burma) (*New project*).	Burma railways ...	Madouk to Waingyi *viâ* Nyaunglebin.	Under survey ...
Mandla-Bilaspur railway (Central Provinces).	...	...	...
Mandra-Basal railway (Punjab) ...	North Western State railway.	Mandra to Basal *viâ* Chakwal, Bhon and Pindi Gheb.	Under survey ...
Mangaldai tramway (Eastern Bengal and Assam).	...	Rangamatighat to Ghagrapara	Reconnoitred by the promoters.
Margao-Karwar railway (Bombay and Portuguese territory.)	Madras and Southern Mahratta Railway. (West of India Portuguese.)	Margao to Sadasivgarh ferry, opposite Karwar.	Reconnoitred ...
Mari (Kalabagh)-Makarwal railway (Punjab) (*New project*).	North Western State railway.	Mari (Kalabagh) *viâ* Jalalpur and Kamarmashani to Makarwal. *Alternative.* Mari to Jalalpur by ferry and thence to Makarwal by proposed railway.	Surveyed ...
Mauli-Nathdwara branch (Rajputana).	Udaipur-Chitor railway...	Mauli and Nathdwara ...	Surveyed ...
Miraj-Bijapur branch (Bombay) .	Madras and Southern Mahratta railway.	Miraj and Bijapur ...	Not surveyed ...
Mirpur Buttora-Dhindee light railway (Bombay). Mirpur Khas-Sangur (Khadro) light railway (Bombay).	...	...	...
Mirzapur-Maihar Chord (United Provinces and Central India).	East Indian railway ...	Mirzapur and Maihar ...	Reconnoitred ...
Mohuda-Ramgarh railway (Bengal) (*New project*).	...	...	...
Moradabad-Sambhal branch (United Provinces) (*New project*).	Oudh and Rohilkhand State railway.	Moradabad and Sambhal. *Alternative.*	Under Survey ...
	...	Dhakia *viâ* Sirsi to Sambhal ...	Do. ...
Motipura-Kaletia railway (Bombay) (*New project*).	Bombay, Baroda and Central India railway. (Gaekwar's Dabhoi).	From a point on the Gaekwar's Dabhoi railway near Motipura to Kaletia with a siding to Songir.	Not Surveyed ...
Moulmein-Myawaddy railway (Burma).	Burma railways ...	From Battery point north of Moulmein to Myawaddy.	Surveyed ...
Moulmein-Ye railway (Burma) .	Do. ...	From Battery point north of Moulmein to Ye.	Do. ...
Murshidabad-Azimganj link (Bengal).	Eastern Bengal State railway.	Murshidabad and Azimganj ...	Surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
Not stated, apparently 3′ 3⅜″	25	...	
...	...	...	See "Bilaspur-Mungeli-Mandla railway."
2′ 6″	100	...	This line has been proposed by the Government of the Punjab to open up the country north of the Salt Range. The survey of the section from Mandra to Roopwal, 66 miles, has been completed and detailed estimates are under preparation. The section from Basal to Roopwal has been reconnoitred and an alternative alignment from Bhon to Taloganj is to be investigated.
2′ 6″	35	7,00,000	A detailed survey of the line has been carried out under the orders of the Local Government and the report is awaited.
Not stated, apparently 3′ 3⅜″	36½	28,00,000	This line has been proposed to open up communication with Karwar which is practically cut off from all intercourse with the outer world during the south-west monsoon when the coasting steamers cease running. About 30 miles of the line will be situated in Portuguese territory and the remainder in British territory.
2′ 6″	See "Remarks" ...		This line has been proposed with the object of providing means for the carriage of coal from Makarwal Collieries in the Trans-Indus Salt Range to the existing main line at the least cost. A survey has been completed and detailed plans and estimates are awaited. The length and cost are roughly estimated as follows :—

	Length miles.	Cost. For Heavy permanent line. Rs.	Cost. For light temporary line. Rs.
Kalabagh to Makarwal	... 24·2	16,38,000	10,55,000
Alternative. Jalalpur ferry to Makarwal	... 17·6	10,16,000	5,82,000

3′ 3⅜″	14·75	4,72,698	This line will be constructed by the Mewar Durbar who proposed it.
...	·77	...	The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2′ 6″ gauge railway.
...	...	...	See under "Light railways in Sind."
5′ 6″	140	1,55,00,000	This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.
...	...	...	See "Bokaro and Ramgarh coal-fields railway."
5′ 6″	21	...	
5′ 6″	15	...	
2′ 6″	15*	...	This line has been proposed by the Baroda Darbar in supersession of the Bahadarpur-Songir railway which has been abandoned. It is also proposed to extend the projected line to Sankarvao *viâ* Neswadi. The construction of the line as far as Kaletia has been sanctioned since the close of the year and the Durbar asked to arrange for a survey and the preparation of the plans and estimates.
3′ 3⅜″	77·85	1,00,18,542	
3′ 3⅜″	94·06	83,32,198	
5′ 6″	5·82	18,05,616	The project consists practically of a bridge over the Bhagirathi river below Azimganj and its approaches. It has since been abandoned.

*Approximate.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M—*concld.*			
Murtajapur-Pisgaon railway (Central Provinces).	Great Indian Peninsula railway.	Murtajapur *viâ* Yeotmal, Darwha and Karinza to Pisgaon including branches to the coal-fields.	Surveyed ...
Muttra-Aligarh railway (United Provinces).	Bombay, Baroda and Central India railway. (Rajputana-Malwa).	Muttra and Aligarh. The alternative projects are :—	
		(1) Muttra *viâ* Brindaban with a new bridge near that place over the Jumna and thence direct to Aligarh.	Do. ...
		(2) Muttra *avoiding* Brindaban and utilising the existing bridge over the Jumna at Muttra and thence direct to Aligarh.	Do. ...
Muttra-Hathras link (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Muttra and Hathras ...	See "Remarks" ...
Muzaffarpur-Darbhanga chord (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Muzaffarpur and Darbhanga ...	Surveyed ...
Muzaffarpur-Sitamarhi chord (Bengal).	...	...	...
Myingyan-Natogyi light railway (Burma).	Burma railways ...	Myingyan and Natogyi ...	Surveyed ...
Mymensingh-Netrokona extension (Eastern Bengal and Assam)	...	...	...
Myogwin-Kamauksu railway (Burma) (*New project*).	Burma railways ...	Myogwin and Kamauksu ...	Under Survey ...
Mysore-Hassan railway (Mysore) (*New project.*)	Madras and Southern Mahratta railway (Mysore section).	Mysore and Hassan... ...	Reconnoitred ...
Mysore-Tellicherry railway (Mysore and Madras).	Do. ...	Mysore and Tellicherry ...	Surveyed ...
N.			
Nachoul-Rampur Boalia-Gopalpur railway (Eastern Bengal and Assam).	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Mile 85·8 of the Katihar-Godagari extension near Nachoul to Abdulpur, 12 miles from Saraghat.	Do. ...
Nadiad-Kapadvanj-Meghraj railway (Bombay).	Bombay, Baroda and Central India railway.	Nadiad *viâ* Kapadvanj to Meghraj Branches from Malpur to Godhra and Mahuda to Kaira (*viâ* Mehmedabad).	Under survey ...
Nagpur-Barosa branch (Central Provinces).	Bengal-Nagpur railway	Nagpur and Barosa ...	See "Remarks" ...
Nanjangud-Erode railway (Mysore and Madras).	Madras and Southern Mahratta railway (Mysore section).	Nanjangud and Erode ...	Surveyed ...
Nar-Nadiad loop (Bombay) ...	Bombay, Baroda and Central India railway (Petlad-Cambay).	Nar and Nadiad ...	Surveyed ...
Nattore-Rampur Boalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Nattore and Rampur Boalia ...	Surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2′ 6″	150	55,48,000	Since the close of the year proposals have been submitted to the Secretary of State for the construction of this line by a company to be domiciled in England.
5′ 6″	40·80	40,54,603	The question of agency for the construction and working of this line has not yet been decided, and no decision on this point is likely to be arrived at till the Nagda-Muttra railway has been opened and its effect on trade observed.
5′ 6″	38·25	33,53,688	
See "Remarks."	...	...	Sanction has been accorded to the preparation of plans and estimates for this line on the 5′ 6″ gauge.
3′ 3⅜″	38·38	...	This line supersedes the "Muzaffarpur-Mohammadpur chord" mentioned in the statement for 1906. The surveys have been completed and the detailed project and estimates are awaited.
...	...	...	See "Tewaraha-Sitamarhi branch."
3′ 3⅜″	18·75	11,90,579	The traffic prospects of the line are under investigation.
...	...	...	See under "Dacca-Mymensingh railway extensions."
3′ 3⅜″	23	...	This is an alternative to the Myogwin-Yegyi-Pandaw line originally proposed.
3′ 3⅜″	73·5	*36,75,000	A detailed survey has been ordered since the close of the year. The line if constructed would join the proposed Arsikere-Mangalore line at Hassan and form a chord line between Mysore and Arsikere.
2′ 6″	144·69	81,00,000	The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.
3′ 3⅜″	50·5	45,39,971	This line is alternative to the branch from Nattore *viâ* Shampur to mile 86 on the Katihar-Godagari extension, see "Calcutta-Ranaghat-Rampur Boalia railway."
2′ 6″	134	...	Proposals for the construction of this line by private enterprise are under consideration.
2′ 6″	47·04	23,34,145	The detailed project is based on the surveys carried out by the Great Indian Peninsula railway on 5′ 6″ gauge in connection with the Nagpur-Itarsi line. This project covers part of the proposed Nagpur-Chhindwara railway which has been sanctioned for construction.
3′ 3⅜″	120·70	1,23,03,700	This line will link up the Madras and Southern Mahratta and the South Indian railway systems. A length of 33·70 miles lies in Mysore territory and is estimated to cost Rs. 20,81,764, but the Durbar do not propose to construct this section until the British section is put in hand. A fresh detailed survey of the line with a branch from Sattyamangalam to Mettupalayam, 150 miles in length, by the agency of the South Indian railway, has since been sanctioned.
5′ 6″	20·25	11,56,713	This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2′ 6″ gauge instead of on the 5′ 6″ gauge and had the Nar-Piej section, 17 miles, surveyed on the 2′ 6″ gauge by the agency of the Bombay, Baroda and Central India railway.
3′ 3⅜″	24·43	11,14,875	This line is alternative to the "Shampur-Nattore" project, see "Calcutta-Ranaghat-Rampur Boalia railway." It has been deferred pending a decision on the question of bridging the Ganges at some point between Sara and Godagari.

* Approximate.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
N—*concld.*			
Nawadah-Madhupur (or Baidyanath)-Nalhati (Bengal).	East Indian railway ...	Nawadah and Nalhati ...	Not surveyed ...
Nerbudda Valley light railway (Central India).	...	...	...
Nidamangalam-Vedaraniem railway (Madras).	South Indian railway ...	Nidamangalam to Mannargudi...	Surveyed ...
		Mannargudi to Tiruturaipundi ...	Not surveyed ...
		Tiruturaipundi to Vedaraniem ...	Surveyed ...
Nowgong District Light railway ... (*New project*)	...	...	...
P.			
Paddapenki-Parvatipur branch (Madras).	...	...	...
Palni-Satyamangalam railway (Madras).	...	Palni to Satyamangalam with a branch from—	Surveyed ...
		Satyamangalam to Mettupalaiyam.	Do. ...
Panchkura-Luff Point (Bengal)	Bengal-Nagpur railway.	Panchkura and Luff Point ...	Not surveyed ...
Pandharpur-Miraj extension (Bombay).	Barsi Light railway ...	Pandharpur and Miraj ...	Surveyed ... ...
Panipat-Jhind railway (Punjab) (*New project*).	East Indian railway (Delhi-Umballa-Kalka).	Panipat *vid* Safidon to Jhind ...	Under Survey ...
Panruti-Trichinopoly railway (Madras).	...	...	...
Parlakimedi-Baruva light railway (Madras).	...	...	...
Parmakuddi-Virudu Patti railway (Madras) (*New project.*)	South Indian railway ...	Parmakuddi and Virudu Patti	Under survey ...
Pathankot-Baijnath (or Palampur) (Punjab).	...	...	...
Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).	...	...	...
Patiala-Jakhal railway (Punjab) ...	North Western State railway (Rajpura-Bhatinda).	Patiala and Jakhal ...	Surveyed ...
Patiala-Jakhal railway extension (Punjab).	North Western State railway (Southern Punjab).	Jakhal *vid* Hissar, Loharu and Kanaud to Narnaul.	Not surveyed ...
Patti-Kasur railway (Punjab) ...	North Western State railway (Amritsar-Patti).	Patti to Kasur	Surveyed ...
Pegu-Syriam railway (Burma) ...	Burma railways ...	Pegu and Syriam	Surveyed ...
Phaphund-Auriya railway (United Provinces).	...	...	...
Phirangipuram-Gurzala branch (Madras).	Madras and Southern Mahratta railway.	Phirangipuram and Gurzala ...	Surveyed ...
Phulbari-Sumjhia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Phulbari and Sumjhia ...	Surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	This line will probably be constructed by the East Indian railway.
...	...	...	See "Barwaha-Bodeli light railway."
3′ 3⅜″	8·33	5,82,616	This line comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line and has been proposed by the District Board of Tanjore. The Government of Madras have since the close of the year, urged the simultaneous construction of the Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem sections of the line out of the accumulated surplus of the Tanjore District Board, who have applied for a concession to construct the lines. The application is under consideration.
...	...	...	
3′ 3⅜″	20·20	10,88,359	
...	...	...	See "Kampur-Silghat Light railway."
...	...	...	See "Dusi-Salur light railway .
3′ 3⅜″	84·36	84,33,040	
3′ 3⅜″	17·53	25,03,225	
5′ 6″	25	...	This project was proposed by the Bengal-Nagpur Railway Company in 1900, coupled with proposals for establishing an export coal depôt at Luff Point.
2′ 6″	84·7	59,60,937	The construction of this line is being considered by the Barsi Light Railway Company.
5′ 6″	43·50	...	The Jhind Durbar and the Delhi-Umballa-Kalka Railway Comany will contribute the capital for the mileage of the line in Jhind and British territory respectively.
...	...	...	See "Trichinopoly-Panruti railway."
...	...	...	See under "Ganjam District light railways".
3′ 3⅜″	44	...	This has been proposed by the South Indian Railway Company.
...	...	...	See "Kangra Valley railway".
...	...	...	See under "Sylhet District tramways".
5′ 6″ / 3′ 3⅜″	54·35	34,00,519 / 24,83,437	This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. The Patiala Durbar has since put forward a scheme for an alternative line on the 5′ 6″ guage from Patiala *viâ* Samana, Sunam and Bhiki to Mansa.
...	131	...	This line has been proposed by the Durbars interested.
5′ 6″	27·46	19,26,177*	A concession has been granted to the Amritsar-Patti Railway Company for the construction of this line as an extension of their existing railway and the commencement of work authorised since the close of the year.
3′ 3⅜″	67·68	53,30,984	
...	...	...	See "Auriya-Phaphund railway."
3′ 3⅜″	50·64	12,59,641	
3′ 3⅜″	13·48	4,41,745	

* Including cost of land and Junction arrangements.

APPEN

Statement of railway and tramway projects

Name of project, and in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
P—*concld.*			
Pilibhit-Barmdeo branch (United Provinces).	Rohilkund and Kumaon railway (Lucknow-Bareilly).	Pilibhit and Barmdeo ...	Surveyed ...
Pilibhit-Shahjahanpur railway (United Provinces).	Rohilkund and Kumaon railway. (Lucknow-Bareilly).	Pilibhit and Shahjahanpur ...	Surveyed ... ...
Pokhrayan-Auriya branch (United Provinces).	Great Indian Peninsula railway.	Pokhrayan and Auriya ...	Reconnoitred ...
Prome-Magwe-Meiktila extension (Burma).	Burma railways ...	Prome and Meiktila ...	Not surveyed ...
Prome-Zadabin railway (Burma)	...	...	...
Puri-Astrang branch (Bengal) ...	Bengal-Nagpur railway.	Puri and Astrang	Not surveyed ...
Pyinmana-Magwe railway (Burma)	Burma railways ...	Pyiwin to Taundwingyi ...	Surveyed ... ...
		Taungdwingyi to Myingin (near Magwe.)	Surveyed
		Kyanzu to Magwe	Under survey ...
R.			
Raichur-Wondalli railway (Nizam's Hyderabad).	Great Indian Peninsula railway.	Raichur and Wondalli ...	Surveyed by the promoters.
Raipur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway...	Raipur and Khurda ...	Partly reconnoitred ...
Rangamatighat-Ghagrapara tramway (Eastern Bengal and Assam)	...	...	...
Rangiya-Tezpore railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Rangiya and Borjuli station on Tezpore-Balipara tramway.	Surveyed ... ...
Rawalpindi-Murree railway (Punjab).	North Western State railway.	Rawalpindi and Murree ...	Reconnoitred by the promoter.
Rewah-Sutna railway (Central India).	...	Rewah and Sutna	Surveyed ... ...
Rowsara-Khagaria light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Rowsara and Khagaria ...	Apparently reconnoitred by the District Engineer, Monghyr.
S.			
Saidpur-Titalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Saidpur and Titalia ...	Surveyed ... ...
Sainthia-Berhampore railway (Bengal).	East Indian railway ...	Sainthia *vid* Kandi to the right bank of the Bhagirathi opposite Berhampore.	Surveyed ...
Salem-Attur branch (Madras) ...	South Indian railway ...	Salem and Attur	Surveyed ... ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	38·75	12,91,844	The line will be an extension of the Lucknow-Bareilly railway and will serve the lower Kumaon and the forests on the banks of the Sarda river. Proposals for its construction by the Rohilkund and Kumaon Railway Company under the Branch line terms of 1896 have been submitted to the Secretary of State.
3′ 3⅜″	56·72	...	The surveys have been completed but the detailed project has not yet been received.
2′ 0″	28	7,28,000	The line was reconnoitred in 1899 but the results have not yet been submitted.
3′ 3⅜″	176	1,13,00,000	This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.
...	...	...	See " Assam-Burma connection railway."
5′ 6″	34	27,20,000	This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the sea shore and about 6 or 8 miles away, will pass through thickly populated tracts.
3′ 3⅜″	68·83	49,73,753	This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.
3′ 3⅜″	50·70	40,95,337	A survey of the line to Myingin (near Magwe) has been completed and the report received since the close of the year.
3′ 3⅜″	66	...	
2′ 6″	43	12,53,336	This line was proposed by a syndicate to serve the Wondalli gold mines and the proposals were approved by the Secretary of State in 1900, but the scheme has not advanced. It will form a feeder to the Great Indian Peninsula and Madras railways.
5′ 6″	295½	3,02,51,043	This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagram railway, which has been built from Vizianagram to Parvatipur, supersedes a section of this line.
...	...	...	See " Mangaldai tramway."
3′ 3⅜″	72·34	27,26,594	This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies.
3′ 3⅜″	40	36,88,537	The estimates are for an electric railway excluding interest during construction and maintenance and promotion charges. Including these charges the estimated cost is Rs. 44,78,537.
2′ 6″	32	7,61,810	This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State.
Not stated, probably 2′ 6″	44	10,00,000	This line in conjunction with the Samastipur-Rowsara light railway will form a chord between Samastipur and Khagaria stations on the Tirhoot railway.
3′ 3⅜″	66	29,84,000	
5′ 6″	40	...	The detailed project estimates are awaited.
5′ 6″	36·06	17,59,555	In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Intitial and terminal points. (3)	Whether surveyed or not. (4)
S—*contd.*			
Salem-Porto Novo railway (Madras).	South Indian railway ...	Salem and Porto Novo ...	Surveyed ...
Samastipur-Rowsara light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Samastipur and Rowsara ...	Not surveyed ...
Samastipur-Rowsara-Shakarpura extension (Bengal).	Bengal and North-Western railway (Tirhoot section).	Samastipur and Shakarpura ...	Surveyed ...
Sambalpur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway.	Sambalpur and Khurda ...	Surveyed ...
Santipur-Kalna extension (Bengal)	Eastern Bengal State railway.	Santipur and Kalna	See "Remarks" ...
Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sara to Sirajganj ...	Surveyed ...
		(ii) Sirajganj to Brahmaputra right bank.	Do. ...
		(iii) Brahmaputra left bank to Jagannathganj with Subarnakhali branch.	Do. ...
Sarai Kala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir).	North Western State railway.	Sarai Kala to Srinagar *vid* Abbottabad.	Do. ...
		Alternative. Mandra to Srinagar *vid* Panjar...	Do. ...
Satara Road-Satara City railway (Bombay).	Madras and Southern Mahratta railway.	Satara Road and Satara City ...	Surveyed ...
Sealtick-Lala Bazar tramway (Eastern Bengal and Assam).	...	...	...
Shadipalli-Mehoo Suboo light railway (Bombay).	...	...	...
Shadipalli Samara light railway (Bombay).			
Sharabhuganj Gauripur branch (Eastern Bengal and Assam).	...	...	...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	116	69,86,000	This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras. The approximate cost on the 5′ 6″ gauge is estimated at Rs. 86,00,000.
Not stated, probably 2′ 6″.	17½	6,25,000	The District Board of Darbhanga proposed the construction of this line through the agency of a company under Bengal Tramways Act III of 1883. The Bengal and North-Western railway have since proposed an alternative line from Samastipur to Shakarpura *vid* Rowsara and the District Board have intimated their willingness to withdraw their proposal in favour of the latter line if its construction is undertaken within a reasonable time.
3′ 3⅜″	28·10	17,51,244	This line has been proposed by the Bengal and North-Western railway and is alternative to the Samastipur-Rowsara light railway put forward by the District Board of Darbhanga. It joins the Darbhanga-Khagaria chord at Shakarpura (mile 25 from Khagaria). The traffic prospects of the line are under investigation.
5′ 6″	190	2,37,00,000	The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.
2′ 6″	...	...	This line will be an extension of the Ranaghat-Krishnagar light railway. Orders issued in 1908 for the preparation of detailed plans and estimates for the extension and for connecting the existing light railway with Ranaghat station on the Eastern Bengal State railway and these are awaited. The scheme comprises the following :— (1) Conversion of the present broad gauge sidings from Ranaghat to Aistalaghat on the Churni river to 2′ 6″ gauge. (2) Construction of a new bridge over the Churni river for the passage of 2′ 6″ gauge trains. (3) Construction of a new line from Ghoralia on the light railway to Kalnaghat *vid* Santipur city and from Santipur city to Santipur station on the light railway. (4) Laying of a 2′ 6″ gauge track from mile 19 on the light railway to Krishnagar city station on the Ranaghat-Godagari railway.
5′ 6″	49·48	62,09,669	The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.
5′ 6″	3·22	3,70,008	
3′ 3⅜″	26·05	15,38,521	
5′ 6″	200	2,98,85,284	The project, as now revised, provides for a 5′ 6″ gauge line from Sarai Kala to Juba, 75½ miles, worked as part of the North Western State railway, and for a metre gauge line worked by the Durbar from Juba to Srinagar, 119¾ miles, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar, respectively.
3′ 3⅜″	203	2,44,93,474	
5′ 6″	182	3,02,04,184	The length and estimated cost of the sections resurveyed are as follows :—
3′ 3⅜″	185	2,42,66,519	

	Gauge.	Length. Miles.	Cost. Rs.
Sarai Kala to Abbottabad with a ruling grade of 1 in 50.	5′ 6″	51	79,49,856
Kashmir frontier to Srinagar with a ruling grade of 1 in 40.	3′ 3⅜″	109·18	1,57,88,835

Resurveys are in progress on the Abbottabad-Juba and Juba-Kashmir frontier sections.

3′ 3⅜″	10	7,01,910	The Government of Bombay recommend the abandonment of the project for the present.
...	...	...	See under "Cachar District tramways".
...	...	...	See under "Light railways in Sind".
...	...	...	See under "Dacca-Mymensingh railway extensions".

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*contd.*			
Shibnibash-Kotchandpur-Magura branch (Bengal).	Eastern Bengal State railway.	The three alignments surveyed and estimated for are—	
		(i) *viâ* Khallispur, Durgapur and Jhenida	Surveyed ...
		with a branch from Jhenida to Sulkopa.	Do. ...
		(ii) *viâ* Khallispur and Kaliganj direct to Magura	Do. ...
		with a branch from Kaliganj to Sulkopa.	Do. ...
		(iii) *viâ* Khallispur, Kaliganj and Jhenida	Do. ...
		with a branch from Jhenida to Sulkopa.	Do. ...
Shwebo-Thabeitkyin railway (Burma).	Burma railways ...	Shwebo and Thabeitkyin ...	Surveyed ...
Shwebo-Yeu light railway (Burma)	Burma railways ...	Shwebo and Yeu	Surveyed ...
Sidhpur-Wayad railway (Bombay). (*New project.*)	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sidhpur to Wayad *viâ* Kakoshi and Wagrod with extensions:— (i) From Wagrod to Khareda and (ii) From Wagrod to Pattan.	Not surveyed ...
Sihor-Palitana branch (Kathiawar; Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Sihor and Palitana	Surveyed ...
Silchar-Duarbund tramway (Eastern Bengal and Assam).	...	...	...
Silchar-Tikalpur tramway (Eastern Bengal and Assam).			
Sind Light railways	...	...	...
Singarayakonda-Kanigiri railway (Madras).	Madras and Southern Mahratta railway.	Singarayakonda and Kanigiri ...	Under survey ...
Singhjani-Fulchari railway (Eastern Bengal and Assam). (*New project.*)	Eastern Bengal State railway (Mymensingh-Jamalpur-Jagannathganj.)	Singhjani and Fulchari ...	Reconnoitred ...
Singhjani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).	...	...	...
Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway.	Singia and Bhedarganj ...	Surveyed ... ...
Sirajganj-Ullapara railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Sirajganj and Ullapara ...	Surveyed by the promoters
Sivok-Bagrakote extension (Eastern Bengal and Assam).	.....	.....	.....
Sointilla-Sonpur branch (Bengal) .	Bengal-Nagpur railway .	Sointilla and Sonpur ...	Surveyed ...
Sonepat-Saharanpur branch (Punjab and United Provinces).	East Indian railway (Delhi-Umballa-Kalka).	Sonepat and Saharanpur ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
5′ 6″	51·75	49,94,494	This branch was proposed on the 2′ 6″ gauge by a Calcutta firm in 1896 and is alternative to the Bongong-Kotchandpur line put forward by the late Bengal Central railway on the 5′ 6″ gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5′ 6″) as the parent line.
5′ 6″	12·00		
5′ 6″	48·00	53,07,874	
5′ 6″	19·75		
5′ 6″	55	52,49,115	
5′ 6″	12		
3′ 3⅜″	30·05	14,42,845	This line was proposed to tap the Kabwet collieries and to open up the Ruby Mines district. If it stops at Letkobin, in which case the collieries will be served equally well, the length would be 22·75 miles and cost Rs. 9,93,840.
3′ 3⅜″	22·09	...	This line has been designed to open up the country to be irrigated by the Shewbo and Yeu canals. The project estimates are awaited.
3′ 3⅜″	...	...	The line has been proposed by the Baroda Durbar.
3′ 3⅜″	17	5,20,791	This line was proposed by the Palitana Durbar. It would facilitate pilgrimages to the sacred shrines of Palitana to which pilgrims flock twice a year and would also form part of the direct route to the port of Shiah Bet on the south coast of Kathiawar.
...	...	...	See " Cachar District tramways".
...	...	...	See " Light railways in Sind".
Not stated, probably 2′ 6″	39	...	The Government of Madras have recommended the construction of this line from the famine insurance fund in consideration of its protective value.
3′ 3⅜″	28	18,41,860	The object of the proposed line is to connect the Dacca-Mymensingh section of the Eastern Bengal State railway with the rest of the system north of the Ganges by means of a ferry between Fulchari and some point opposite it on the left bank of the Brahmaputra. The estimate includes the cost of the ferry amounting to Rs. 5,50,000.
...	...	...	See under " Dacca-Mymensingh railway extensions".
5′ 6″	82·15	1,92,65,833	The cost by sections is as follows— Singia to Madaripur ... Length. Miles. 63·34 Cost. Rs. 1,23,46,885; Madaripur to Bhedarganj ... 18·81 69,18,948. The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.
2′ 6″	18	11,00,000	This line was proposed for construction by private enterprise in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna.
...	...	...	See " Bagrakote-Sivok extension."
5′ 6″	48·24	30,62,444	This branch was projected to connect at Sonpur the Raipur-Vizianagram railway with the Sambalpur-Khurda line.
5′ 6″	60	48,00,000	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*concld.*			
Southern Shan States railway (Burma).	Burma railways . .	Thazi and Sinhe near Taunggyi...	Surveyed ...
Sri Madhopur-Borawar Chord (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Borawar ...	Not surveyed ...
Sri Madhopur-Sikar branch (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Sikar ...	Surveyed ... ...
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	...	...	...
Sutang-Madna tramway (Eastern Bengal and Assam).			
Sylhet District tramways—			
Sutang-Madna tramway (Eastern Bengal and Assam).		Sutang and Madna	Reconnoitred by the promoters.
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	Assam-Bengal railway.	Srimangal and Manumukh ...	Do. ...
Kalaura-Chhatak tramway (Eastern Bengal and Assam).		Kalaura and Chhatak *viâ* Sylhet.	Do. ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).		Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra.	Do. ...
T			
Tadwale-Latur extension (Nizam's Hyderabad and Bombay).	Barsi Light railway ...	Tadwale and Latur ...	Under survey ...
Tando Muhammed Khan-Mirpur Buttora branch (Bombay).	...	...	...
Taungup branch (Burma) ...	...	...	...
Tewaraha-Sitamarhi branch (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Tewaraha and Sitamarhi ...	Surveyed ... ...
Thawe-Captainganj railway (United Provinces). (*New project.*).	Bengal and North-Western railway.	Thawe to Tewaripatti and on to Captainganj *viâ* Padrauna.	Under survey ...
Tilhar-Budaon-Hapur railway (United Provinces) (*New project*).	Oudh and Rohilkhand State railway.	Tilhar *via* Budaon and Sahuswan to Babrala and continuing from Rajghat to Hapur. With a branch—	Under survey ...
		From some point on the proposed Rajghat-Hapur section to Bulandshahr.	Under survey ...

DIX 38-A—*continued.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
3′ 3⅜″	See "Remarks."		This line was projected in order to afford railway communication between the wheat-growing districts in the Southern Shan States and the port of Rangoon. The results of a survey completed in 1907 showed that the cost of the line would be Rs. 2,24,94,226, but that it could be built at a much less cost if at certain sections of the line different alignments were followed. Further surveys were accordingly ordered. The various alternative proposals included in the report since received have been investigated and the construction of the line from Thazi to Yawnghwe, situated at the head of the Inle lake, a distance of 100 miles, at a cost of Rs. 1,60,00,000, has been recommended to the Secretary of State, further extensions being left for future consideration.
3′ 3⅜″	...	...	
3′ 3⅜″	30·68	8,69,413	
...	...	...	See under "Sylhet District tramways".
2′ 6″	30	11,54,407	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The Government of Eastern Bengal and Assam is arranging for a survey of the Shaistaganj-Habiganj section of the Sutang-Madna line.
2′ 6″	22½	8,81,567	
2′ 6″	53	20,04,376	The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.
2′ 6″	43	12,00,000	The Government of Eastern Bengal and Assam is arranging for a survey of the line.
2′ 6″	37	...	
...	...	...	See "Lower Sind branches".
...	...	...	See under "Assam-Burma connection railway".
3′ 3⅜″	30·05	...	This branch supersedes the "Muzaffarpur-Sitamarhi chord." It starts from mile 19 from Muzaffarpur on the projected Muzaffarpur-Darbhanga chord. The surveys have been completed and the detailed project and estimates are awaited.
3′ 3⅜″	58	...	
5′ 6″	140*	...	
5′ 6″	16*	...	

*Approximate.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
T—*concld.*			
Tinnevelly-Tiruchendur railway (Madras).	South Indian railway ...	Tinnevelly and Tiruchendur ...	Surveyed ... ...
Trichinopoly-Ramnad railway (Madras). (*New project.*)	South Indian railway ...	Trichinopoly to Ramnad with a branch from Devakota to Arantangi.	Under survey ...
Trichnopoly-Thondi branch (Madras.)	South Indian railway ...	Trichinopoly and Thondi ...	Not surveyed ...
Trichinopoly-Panruti railway (Madras).	South Indian railway ...	Trichinopoly *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur to Panruti.	Surveyed ...
Tumsar Road-Katangi railway (Central Provinces).	Bengal-Nagpur railway...	Tumsar Road to Katangi ...	Surveyed ... ...
		Sidings to serve the mines ...	Do. ... ...
V.			
Vadnagar (or Visnagar)-Vijapur extension (Bombay).	...	...	...
Vaigai Valley railway (Madras) .	South Indian railway ...	Ammayanayakkannur to Kotagudi with extensions :—	
		(*i*) Periyakulam to Krishnama Naik's tope.	See "Remarks" ...
		(*ii*) Near Theni (mile 39) to Uttamapalaiyam.	
Visnagar (or Vadnagar)-Vijapur extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Visnagar to Vijapur	Surveyed ... ...
		Alternative. Vadnagar to Vijapur ...	Do. ... ...
Vizianagram-Bimlipatam branch (Madras).	Bengal-Nagpur railway.	Vizianagram and Bimlipatam ...	Not surveyed ...
Y.			
Yerragudipad-Jammalamadugu branch (Madras).	Madras and Southern Mahratta railway.	Yerragudipad and Jammalamadugu.	Surveyed ... ...
Yerragudipad-Nandyal railway (Madras) (*New project*).	Madras and Southern Mahratta railway.	Yerragudipad and Nandyál ...	Under Survey ...
Z.			
Zadabin-Zibingyi railway (Burma)	...	...	...
Zankavav-Vajipur railway (Bombay.)	Bombay, Baroda and Central India railway. (Gaekwar's Kosamba-Zankavav railway).	Zankavav and Vajipur ...	Surveyed ... ...

DIX 38-A—*concluded.*

corrected up to 31st December 1908.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
3′ 3⅜″	37·60	20,52,003	This line has been proposed by the District Board of Tinnevelly from whom proposals for its financing are awaited.
3′ 3⅜″	132	...	This will be alternative to Trichinopoly-Thondi Branch.
3′ 3⅜″	86	37,50,000	A part of this scheme will probably be financed by the District Board of Madura.
3′ 3⅜″	94·79	1,07,20,912	This line takes the place of the proposed Trichinopoly-Tirukkoyilur railway which was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5′ 6″ gauge route connecting India and Ceylon. The detailed project and estimates received since the close of the year are under consideration.
5′ 6″	32·89	20,40,477	This line has been projected in order to serve the manganese mines in the Central Provinces.
5′ 6″	10	5,44,435	
...	...	...	See "Visnagar (or Vadnagar)-Vijapur extension".
2′ 6″	55	See "Remarks"	This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they withdrew.
2′ 6″	5		A large portion of this project is covered by the Ammayanayakkanur-Uttamapalaiyam line proposed by the District Board of Madura.
2′ 6″	18		
3′ 3⅜″	16	5,34,280	This line will lie entirely within the territory of the Baroda Durbar who favour the alignment from Vijapur to Vadnagar, which, together with the Durbar's existing Kalol-Vijapur railway, will form a chord between the Rajputana-Malwa and the Gaekwar's Mehsana railways. The Durbar have, however, decided to hold over the project for the present.
3′ 3⅜″	16·92	...	
5′ 6″	15	9,39,000	In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.
2′ 6″	24·05	10,45,904	
5′ 6″		12,46,831	
Not stated, probably 2′ 6″.	76	...	This line has been recommended by the Government of Madras for construction from the famine insurance fund in consideration of its protective value.
...	...	...	See "Assam-Burma connection railway".
2′ 6″	37·12	...	This will be an extension of the Kosamba-Zankavav railway which is now under construction. It was surveyed by the Bombay, Baroda and Central India railway in 1903, but no detailed project has yet been submitted.

APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1908 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

5′ 6″ GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS. APPENDIX 18.		TRAIN-MILES. APPENDIX 18.		TON-MILES INCLUDING DEAD WEIGHT. APPENDIX 18.	
			Item No. 21.	*Item No. 89.*	*Item No. 22.*	*Item No. 90.*	*Item No. 73.*	*Item No. 109.*
			Coaching.	Goods.	Coaching	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands.)	(In thousands.)	(In millions.)	(In millions.)
1 (*a*)	Bengal-Nagpur	147·73	86·56	159·14	2,786 20	3,422·27	714·43	1,887·10
	Ratio	...	1	1 84	1	1·23	1	2·64
2 (*a*) to (*g*)	Bombay, Baroda and Central India ...	125·43	89·25	139·53	2,843·05	1,666·05	753·41	955·12
	Ratio	...	1	1·56	1·71	1	1	1·27
3 (*a*)	Eastern Bengal State	114·14	61·56	93·66	2,360·24	1,506·77	571·38	795·30
	Ratio	...	1	1·52	1·57	1	1	1·39
4 (*a*) to (*d*.)	East Indian	391·80	260·60	576·81	9,166 26	11,743·88	2,913·34	7,278·91
	Ratio	...	1	2 21	1	1·28	1	2·50
5 (*a*) to (*g*).	Great Indian Peninsula	374·71	196·64	398·24	8,814·63	8,296·69	2,366·29	3,690·14
	Ratio	...	1	2·03	1·06	1	1	1·56
6 (*a*) & (*b*).	Madras and Southern Mahratta ...	120·73	70·30	91·16	2,581·53	2,017·94	584·10	811·60
	Ratio	...	1	1·30	1·28	1	1	1·39
7 (*a*) & (*b*).	Nizam's Guaranteed State ...	18·31	12·13	35·39	423·96	724·71	108·46	302·11
	Ratio	...	1	2·92	1	1·71	1	2·79
8 (*a*) to (*g*).	North Western State	494·39	250·09	363·87	10,336·92	9,411·92	2,596·53	4,025·79
	Ratio	...	1	1·46	1·10	1	1	1·55
9 (*a*) & (*b*).	Oudh and Rohilkhand State ...	113·21	76·77	76·54	2,824·10	2,115·54	699·21	881·15
	Ratio	...	1	1	1·33	1	1	1·26
10 (*a*)	South Indian	32·00	23·38	29·99	711·25	708·60	150·73	216·70
	Ratio	...	1	1·2-	1	1	1	1·44

APPENDIX 39—*concld.*

Statement showing the total working expenses on the principal railways in India during the year 1908 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

3′ 3⅜″ GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS.		TRAIN-MILES.		TON-MILES INCLUDING DEAD WEIGHT.	
			Appendix 18.		Appendix 18.		Appendix 18.	
			Item No. 21.	*Item No. 89*	*Item No. 22.*	*Item No. 90.*	*Item No. 73.*	*Item No. 109.*
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands)	(In thousands)	(In millions.)	(In millions.)
11 (*a*)	Assam-Bengal	46·43	20·61	23·75	797·22	1,102·61	147·16	246·80
	Ratio	...	1	1·15	1	1·38	1	1·68
12 (*a*) & (*b*).	Bengal and North-Western ...	72·93	77·19	80 80	3,243·74	2,457·87	597·20	678·45
	Ratio	...	1	1·05	1·32	1	1	1·14
14 (*a*) to (*d*).	Bhavnagar-Gondal-Junagad-Porbandar	13·20	17·0	10 91	624·03	307·06	85·82	63·93
	Ratio	...	1·56	1	2·03	1	1 34	1
15 (*a*) & (*b*)	Burma	111·79	88·68	95·43	2,377·14	3,542·56	529·77	805·52
	Ratio	...	1	1·08	1	1·49	1	1·52
3 (*b*) and (*c*).	Eastern Bengal State	78·80	47·53	57·71	1,741·04	1,242·43	263·94	402·36
	Ratio	...	1	1·21	1·40	1	1	1·52
7 (*c*)	Hyderabad-Godavari Valley ...	16·80	12·05	19·52	560·91	544·06	89 20	114·37
	Ratio	...	1	1·62	1·03	1	1	1·28
18 (*a*) to (*c*).	Jodhpur-Bikaner	19·14	17·56	16·07	755 92	628·27	130·67	129·97
	Ratio	...	1·09	1	1·20	1	1·01	1
6 (*c*) to (*k*).	Madras and Southern Mahratta ...	91·39	60·30	98·43	2,261·24	3,348·12	381·94	697·13
	Ratio	...	1	1·63	1	1·48	1	1·83
2 (*h*) to (*n*).	Rajputana-Malwa	151·04	103·34	140·14	4,519·76	3,605·37	780·02	1,007·90
	Ratio	...	1	1·36	1·25	1	1	1·29
20 (*a*) & (*b*).	Rohilkund and Kumaon	14·29	11·71	14·73	444·22	475 63	94·06	125·62
	Ratio	...	1	1·26	1	1·07	1	1·34
10 (*b*) & (*c*), (*e*) & (*g*) to (*i*).	South Indian	82·92	88·45	66·90	2,779·26	2,150·74	448·69	472·89
	Ratio	...	1·32	1	1·29	1	1	1·05

APPENDIX 40.

Memorandum by the Railway Board on the results of Indian railway working, 1908-1909, and proposals for 1909-1910, as published in the Financial Statement.

CAPITAL EXPENDITURE.

The capital expenditure during the year 1908-1909 will amount to Rs. 15,00,00,000 (£10,000,000) being the same as the estimated expenditure for the year 1907-1908.

2. For the year 1909-1910 the estimate provides for spending a sum of 15 crores (£10,000,000), which is the same as the programme for 1908-1909. In accordance with the recommendations of the Committee on Indian Railway Finance and Administration, the amount which was at first proposed for capital expenditure on railways during 1909-1910, was fixed at Rs. 18¾ crores (£12,500,000), but owing to financial considerations this amount had to be reduced by Rs. 3¾ crores.

3. Under the head of lines already open, including the provision for additional rolling-stock, the amount expended in 1908-1909 will be 1,245½ lakhs (£8,303,300), showing an increase of 146¼ lakhs in the expenditure under the same head for the previous year. Under the same heads in 1909-1910 provision is made for 1,300 lakhs (£8,666,700).

4. A comparison showing capital expenditure for 1909-1910 and the previous five years is contained in the following statement:—

	Lines already open, including additional rolling-stock.	Lines under construction.		Total.	Equivalent in sterling.
		Started in previous years.	Started in current year.		
	Lakhs.	Lakhs.	Lakhs.	Lakhs.	£
1904-1905 (actual expenditure) .	5,02·76	4,86 91	88·62	10,78·29	7,188,600
1905-1906 („ „) .	7,68 19	5,49·46	32·2 .	13,49·91	8,999,430
1906-1907 („ „) .	8 92·21	5,28·91	26·50	14,47·62	9,650,800
1907-1908 („ „) .	10,99 20	4,51·02	...	15,50·22	10,334,800
1908-1909 (latest grants) .	12,45·42	2,33·11	21·47	15,00·00	10,000,000
1909-1910 (proposed grants) .	13,00·03	1,64·97	35·00	15,00·00	10,000,000

5. The information showing in detail how the expenditure in 1908-1909 and 1909-1910 will be distributed is contained in statement A attached to this memorandum.

RAILWAY REVENUE ACCOUNT.

6. For the first time since 1898-1899 the railways of India, taken as a whole, show a deficit after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous rail-

APPENDIX 40.—*contd.*

way expenditure. The following table shows the approximate figures for 1908-1909 compared with the actual results for the previous six years:—

[Figures in rupees, omitting 000]

	Gross receipts.	Working expenses.	Interest charges, etc.	Surplus of Revenue over expenditure.	Equivalent in sterling.
	₹	₹	₹	₹	£
Actuals—					
1902-1903	30,20,08	14,74,08	15,11,66	34,34	228,900
1903-1904	32,33,68	15,56,72	15,47,86	1,29,10	860,700
1904-1905	36,03,37	16,94,32	15,93,23	3,15,82	2,105,500
1905-1906	36,89,12	*16,95 16	16,93,67	3,00,29	2,001,900
1906-1907	39,35,41	19,28,89	16,60,87	3,16,15	2,307,700
1907-1908	41,43,69†	‡22,01,06	17,06,75	2,35,88	1,572,500
Estimates—					
1908-1909 (revised) .	40,09,33	24,55,50	17,30,29	—1,76,46	—1,176,400

* NOTE.—The figures to end of 1904-1905 include the Companies' shares of surplus profits, since shown under interest charges, etc.

† These figures include only net receipts of the Madras Guaranteed Railway for nine months of 1907-1908.

‡ These figures exclude working expenses of the Madras Guaranteed Railway for nine months of 1907-1908.

The transactions for 1908-1909, as brought out above, shew a deficit of Rs. 1,76,46 (£1,176,400), but this result is arrived at after inclusion in the charges against Revenue of a sum of Rs. 1,08,80 (£725,300) representing the portion of the annuity payments attributable to redemption of Capital. Omitting this item which is not properly speaking a charge against Revenue the true result for the year 1908-1909 is a deficit of Rs. 67,66 (£451,100). Compared with the results of the previous year the receipts are less by Rs. 1,34,36 (£895,700), the working expenses are higher by Rs. 2,54,44 (£1,696,300), while interest charges, etc., have increased by Rs. 23,54 (£156,900).

GROSS RECEIPTS.

7. For seven consecutive years ending with 1907-1908 the gross receipts of our railways have marched steadily forwards from increase to increase, until in the current year they received a severe check. The reasons for this set-back are not far to seek. The year 1908 has been one of abnormal trade depression throughout the world, and India has not been exempt from sharing in the vicissitudes of the times. Here too the calamity of famine, which reduced both the selling and the purchasing power of the country, has accentuated the situation, and all this has had its reflex action in a fall in railway receipts, which move up or down automatically with the increase or decrease of the trade and prosperity of the country.

8. It would serve no useful purpose to detail here by how much each railway has fallen or increased. The reasons in all cases are the same. How greatly however the paralysis in trade has affected our earnings may perhaps well be illustrated by the case of the North Western State railway. This the largest of our state-worked lines, earns in gross receipts an average of between six and seven hundred lakhs of rupees a year. This year its total receipts are estimated to be about 550 lakhs. The backbone of its traffic is the wheat export trade from Karachi, and the total failure of this in 1908 has caused a loss on this item alone of over a hundred lakhs of rupees. The same story is repeated elsewhere, and from all sides comes information of trade depression, famine, and falling receipts.

WORKING EXPENSES.

9. The increase in working expenses during the year 1908-1909 over those of 1907-1908 is estimated to amount to Rs. 254 lakhs, but it should be explained that the figures of 1907-1908 exclude the working expenses of the

APPENDIX 40—*contd.*

Madras Guaranteed Railway for 9 months of that year. For a proper comparison to be made the Madras railway figures of expenditure should be added to the total of working expenses of 1907-1908. The true result therefore is a total excess of 171 lakhs approximately.

10. At first sight it might seem remarkable that so heavy a fall in gross earnings is accompanied by so great an increase in working expenses. For an explanation of this, it must be made clear that railway revenue expenditure consists of charges absolutely necessary to meet existing traffic, charges equally necessary to provide for the expansion of traffic, and special and extraordinary charges falling under the heads of betterment and improvement, or attributable to casualties such for instance as might be caused by serious and heavy breaches due to floods. Of these charges the greater portion lead to increased revenue, if not at once, in the future, but others and by no means a small portion of the total, although not bringing in a return, are forced upon railways by the public demand for a better service than was offered them in the past.

11. In India, as indeed in most other countries, it had become apparent in the last decade that existing railway facilities were not sufficient to cope with the demands of increasing trade. The Railway Board realized this fully on assuming charge of their administration, and in their reports on the results of working of Indian railways for 1905-1906 and 1906-1907 they clearly set forth the position.

12. The Railway Board pointed out—

(*a*) that the time had come when it was necessary to run faster trains, provide better carriages, improve the conditions under which third class passengers were carried, and to conduct the business of railways on more up-to-date methods,

(*b*) that in order to work economically it was necessary to carry heavier train loads. To effect this it was necessary to relay with heavier rails, and strengthen bridges,

(*c*) that although the cost of these improvements would be heavy and largely chargeable to Revenue, it was a sound business arrangement, and the expenditure would eventually repay itself.

13. The contention of the Railway Board that Indian railways were behind the times received confirmation in the Report of the Committee on Indian Railway Finance and Administration. In paragraph 38 of their report the Committee say "we find that the equipment of Indian railways has been unequal to the requirements of trade in the last two or three years." The Railway Board, fully alive to this, had already taken all steps possible, within the limits of their resources, to remove the defect pointed out by the Committee, and the upward march of working expenses during the last three years is due largely to the efforts thus made. It was necessary to incur heavy expenditure at the outset; but as soon as the desired improvements are effected this expenditure will cease, and working expenses will be steadied. There are however two other factors which bulk largely in the issue. One is the enormous rise in the price of coal, which forms perhaps the most serious item in increased working expenses, and the other the rise in the cost of living in India both for Europeans and Indians, which has necessitated a considerable increase in the salaries of the working staff. Grain compensation also has been given on a larger scale than heretofore, and this item alone works out in 1908-1909 to an approximate figure of Rs. 23,64,000.

14. It is peculiarly unfortunate that the bad year of 1908 comes upon railways whilst they are in a transition state from the old order to the new. It was impossible to stop the large outlay on renewals for which commitments had been entered into and on the North Western railway there was the added calamity of disastrous floods, causing breaches that still further reduced its traffic, and will entail a cost to Revenue of many lakhs of Rupees to repair. Had the year been but normal, the rise in working expenses would not have stood out so

APPENDIX 40—*contd.*

markedly as it does; but the circumstances that led to it have been explained, and it has, it is hoped, been clearly shown that it was impossible to stop expenditure on scheme of improvement already launched, and thus throw back the work of progress.

OPEN LINE CAPITAL REQUIREMENTS.

15. The total amount allotted during 1909-1910 to open lines is Rs. 13,00·03 lakhs and of this about Rs. 5 crores will probably be expended on rolling-stock.

16. The explanation given last year in the memorandum as to the need for providing for improved facilities in the working of Indian railways applies also to the figures given this year. The relatively large proportion of the grant which has been allotted to open line works will allow of works being carried out which will facilitate the more effective handling of the additional rolling-stock already supplied or under order.

LINES IN PROGRESS AND NEW LINES.

17. It is proposed to allot Rs. 164·97 lakhs for expenditure on lines in progress during 1909-1910. This grant will allow of the completion of 8 lines and of the probable opening during the next year of another 4 lines, leaving 15 lines to be provided for subsequently.

18. After meeting the requirements of open lines and lines in progress as above, Rs. 35 lakhs remain for new lines to be started in 1909-1910. The greater part of this amount will be spent on the lower Ganges bridge and connecting lines. The Railway Board recognise that active operations in constructing this bridge should not be delayed and the provision of Rs. 25 lakhs will admit of works being pushed forward on the connecting lines and on the collection of material for the bridge. The remaining 10 lakhs will be allotted to the Nagpur-Chhindwara branch of the Bengal-Nagpur railway. This branch line, about 99 miles long, is required in the manganese and coal interests in the Central Provinces and has more pressing claims than other proposed new lines.

GENERAL.

19. The results of working of the year 1908-1909 will have a retarding effect on the steady progress that was being made in bringing the railways of India to a higher state of efficiency. The prospects of the coming year are at present conjectural, and the Railway Board have thought it advisable to reduce the provision for working expenses for next year by curtailing the outlay to be incurred on improvements and betterments at the cost of Revenue, since however desirable these works may be, they are not justified unless earnings unmistakeably resume their former buoyancy.

20. In the matter of third class passenger traffic no reduced expenditure will be enforced. Railways are now dealing with this class of traffic in a far more liberal manner than was the case in the past, and the type of third class bogie carriage now being generally built by all lines is a great improvement on the stock which it supersedes. Third class express trains have been introduced and are very popular.

21. Attention is invited to statement B attached to this memorandum which shows the progress of railway construction during the year. It will be seen that the mileage of lines of all gauges open to traffic on 1st April 1908 was 30,206, and under construction 2,527; on 1st April 1909 there will be 30,983 open and 2,740 under construction. At the end of the coming year there will be 2,009 miles under construction.

APPENDIX 40.—*contd.*

STATEMENT A.

Statement of anticipated capital expenditure on railways, open and under construction, for the year 1909-1910.

[BRANCH LINES UNDER REBATE TERMS ARE EXCLUDED.]

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Grants allotted for 1908-1909.	Distribution of grants during 1909-1910.
(1)	(2)	(3)	(4)
	A.—OPEN LINES.	R	R
	I. (i)—State, by State Agency.		
1	Eastern Bengal	76·93	95·76
2	Jodhpur-Hyderabad (British section)	—·82	1·50
3	North Western	3,36·05	2,85·21
4	Oudh and Rohilkhand	44·85	55·35
	Total Open Lines, State, by State Agency	4,57·01	4,37·82
	I. (ii)—State, by Agency of Companies.		
5	Assam-Bengal, Part II	26·31	30·66
5(a)	„ „ I, Land	—·10	·52
	Bengal and North-Western—		
6	Tirhoot State and extensions	16·88	15·66
	Bombay, Baroda and Central India—		
7	Main line	51 29	77·00
8	Rajputana-Malwa	43·38	40·00
	Burma extensions—		
9	Pegu-Moulmein	26·17	9·00
10	Henzada-Kyangin		...
11	East Indian—	2,03·30	1,80·17
	Great Indian Peninsula—		
12	Main line	1,69·69	1,40·12
13	Agra-Delhi chord	·52	6·53
14	Bhopal-Itarsi (British section)	1·00	2 20
	Nizam's Guaranteed State—		
15	Bezwada extension	0 03	0·44
	South Indian—		
16	Main line	29·39	48·52
17	Travancore branch (Native State section)	—·09	0·13
18	„ „ (British section)	0·08	0·12
19	Madras Section, Madras and Southern Mahratta railway	9·16	...
	Total Open Lines, State, by Agency of Companies	5,77·01	5,51·07
	II.—From Capital of Indian Railway Companies.		
20	Bengal-Nagpur	1,06·93	1,42·94
21	Burma—	59·00	60·55
	Great Indian Peninsula—		
22	Indian Midland	22·78	18·66
	Rohilkund and Kumaon—		
23	Lucknow-Bareilly	8·70	6·94
24	Madras and Southern Mahratta—	40·03	81·87
	Total Open Lines, Indian Railway Companies	2,37·44	3,10·96
	III.—From Capital of Branch Line Companies with firm Guarantee.		
25	Hardwar-Dehra	0·20	0·18
	Total Open Lines, Branch Line Companies	0·20	0·18
	IV.—Guaranteed Railways.		
26	Madras railway	—·07	...
	Total Guaranteed Railways	—·07	...

APPENDIX 40—*contd.*

Capital expenditure on railways, 1909-1910—contd.

(Figures in lakhs and decimals of lakhs).

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1907-1908.	Grants allotted during 1908-1909.	Distribution of grants during 1909-1910.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	B.—CONSTRUCTION OF LINES.	Miles.	Rs.	Rs.	Rs.	Rs.
	I. (i)—State, by State Agency.					
	Lines in Progress.					
	Eastern Bengal—					
27	Forbesganj-Nepal Frontier	7	3·05	2·58	0·58	...
28	Golakganj-Gauhati	149	132·00	97·35	14·42	7·10
29	Katihar-Godagari	105	121·72	92·21	15·00	3·48
	Nagda-Muttra—					
30	Main line	344	400·30	301·26	71·84	25·17
31	Baran-Kotah	40	45·92	33·58	11·00	1·30
	North Western—					
32	Kohat-Thal conversion	64	66·96	11·11	...	...
32(*a*)	Thal-Parachinar	54	95·89			
33	Lodhran-Khanewal	57	45·15	33·84	4·88	1·38
34	Loi-Shilman (Kacha Garhi junction to mile 300 from Lahore)	23	108·75	46·71	6·07	...
35	Shorkot Road-Chichoki	135	81·34	17·19	10·99	15·05
	Oudh and Rohilkhand—					
36	Balamau-Sitapur	37	27·72	...	6·44	4·00
37	Rosa-Sitapur	51	42·04			
38	Madhoganj-Sandi	17	5·36	...	0·70	4·66
	New Lines.					
39	Lower Ganges bridge and connecting lines	...	300·00	...	0·50	25·00
	Total	...	...	6,35·83	1,42·42	87·14
	I. (ii)—State, by Agency of Companies.					
	Lines in Progress.					
40	Coonor-Ootacamund	12	37·84	24·51	6·75	6·57
	Assam-Bengal—					
41	Akhaura-Bhairab Bazar	19	19·24	10·11	6·67	0·80
42	Kalaura-Khooseara.	16	7·80	0·79	...	3·12
	Carried over	...	...	35·41	13·42	10·49

APPENDIX 40—*contd.*

Capital expenditure on railways, 1909-1910—contd.

(Figures in lakhs and decimals oflakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1907-1908.	Grants allotted during 1908-1909.	Distribution of grants during 1909-1910.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		Miles.	Rs.	Rs.	Rs.	Rs.
	Brought forward .	...	...	35·41	13·42	10·49
	B.—CONSTRUCTION OF LINES—*concld.*					
	I. (ii)—State, by Agency of Companies—*concld.*					
	Lines in Progress—concld.					
	East Indian—					
43	Bhagalpur-Bausi	31	23·31	3·95	1·14	5·00
44	Hooghly-Katwa	65	58·46	6·75	3·50	10·00
45	Katwa-Barharwa	103	86·37	9·37	2·12	10·00
	Great Indian Peninsula—					
46	Bombay Harbour branch	8	62·21	26·82	3 55	...
47	Warora-Bellarpur (Balharshah)	38	39·70	36·37	3·25	...
48	Itarsi-Nagpur and branch to Pench Valley Coal Fields . .	260	410 00	...	9·83	27·50
	Madras and Southern Mahratta—					
49	Dhone-Kurnool	32	9·66	4·97	4·48	0·10
	Total .	...	...	123·64	41·29	63·09
	II.—From Capital of Indian Railway Companies.					
	Lines in Progress.					
	Bengal-Nagpur—					
50	Gondia-Chanda and Brahmapuri-Nagpur branch . . .	223	116·31	66·41	18·00	5·00
51	Kalimati-Gurumaishini	45	43·24	...	3·00	20·00
52	Kampti-Ramtek	17	10·61	7·67	1·80	1·35
53	Nainpur-Mandla	26	11·55	5·34	2·65	1·21
54	Vizianagram-Parbatipur (Raipur-Vizianagram project) . .	49	37·35	18·81	18·25	9·18
	Lucknow-Bareilly (Rohilkund and Kumaon)—					
55	Sonaripur-Ramnagar Ghat	21	4·48	...	1·00	3·00
	New Lines.					
	Bengal-Nagpur—					
56	Nagpur-Chhindwara with branch to Khapa	99	60·00	...	...	10·00
	Total .	...	...	98·23	44·70	49·74
	Grand Total .	...	...	...	15,00·00	15,00·00

APPENDIX 40—*contd.*

Capital expenditure on railways, 1909-1910—concld.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.			Distribution of grants for 1909-1910.	
(1)	(2)			(3)	(4)
	ABSTRACT BY OPEN LINES AND CONSTRUCTION.			R	R
	A.—Capital for Open Lines.				
	I. (i) State, by State agency			4,37·82	
	I. (ii) State, by agency of Companies			5,51·07	
	II. Indian Railway Companies			3,10·96	
	III. Branch Line Companies			0·18	
			Total Open Lines		13,00·03
	B.—Capital for Lines in Progress and new lines.				
	I. (i) State, by State agency			87·14	
	I. (ii) State, by agency of Companies			63·09	
	II. Indian Railway Companies			49·74	
	III. Branch Line Companies			...	
			Total Lines in Progress and new lines		1,99·97
			GRAND TOTAL	...	15,00·00
	ABSTRACT SHOWING DISTRIBUTION BY FUNDS.				
I.—From Imperial Funds	(i) State, by State agency	(*a*) Open Lines		4,37·82	
		(*b*) Construction		87·14	
			Total (i)		5,24·96
	(ii) State, by agency of Companies	(*a*) Open Lines		5,51·07	
		(*b*) Construction		63·09	
			Total (ii)		6,14·16
			Total I		11,39·12
II.—From Capital of Indian Railway Companies		(*a*) Open Lines		3,10·96	
		(*b*) Construction		49·74	
			Total II		3,60·70
III.—From Capital of Branch Line Companies with firm Guarantee.		(*a*) Open Lines		0·18	
		(*b*) Construction		...	
			Total III		0·18
	Total, I to III	(*a*) Open Lines		13,00·03	
		(*b*) Construction		1,99·97	
			GRAND TOTAL	15,00·00	15,00·00

APPENDIX 40—*contd.*

STATEMENT B.

Memorandum on the construction of railways.

At the commencement of 1908-1909, *i.e.*, on the 1st April 1908, the total length of railways open for traffic was 30,203·25 miles, made up as follows :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
5'6" gauge—			
(i) State lines worked by the State—			
Eastern Bengal	507·47		
North Western	(*a*) 3,456·70		
Oudh and Rohilkhand	(*b*) 1,223·23		
		5,187·40	
(ii) State lines worked by companies—			
Agra-Delhi Chord (*c*)	125·99		
Bengal-Nagpur	1,733·86		
Bezwada Extension (*d*)	20 58		
Bhopal-Itarsi (*British section*) (*c*)	13·11		
Bombay, Baroda and Central India	(*e*) 504·35		
East Indian	2,212·45		
Godhra-Rutlam-Nagda (*f*)	141·14		
Great Indian Peninsula	1,599·22		
Indian Midland (*c*)	809·85		
Madras and Southern Mahratta	(*g*) 1,034·37		
Nagda-Muttra (*f*)	136·12		
South Indian	445·94		
		8,776·98	
(iii) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (*h*)	...	32·04	
(iv) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (*i*)	27·49		
Southern Punjab (*i*)	423·75		
Southern Punjab (Ludhiana) Extension (*i*)	152·04		
Tapti Valley (*f*)	155·48		
		758·76	
Carried over	...	14,755·18	

(*a*) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5' 6" and 3' 3⅜") gauge line between Bhatinda and Kot Kapura, worked over by the North Western State and Rajputana-Malwa railways.

(*b*) Includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile, on the Cawnpore Bridge of mixed (5' 6" and 3' 3⅜") gauge line and 1·81 miles of 3' 3⅜" gauge line between the Oudh and Rohilkhand State railway cantonment and the Bengal and North-Western railway city stations at Benares.

(*c*) Worked by the Great Indian Peninsula Railway Company.

(*d*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*e*) Includes 39 23 miles of 3' 3⅜" gauge line between Viramgam and Wadhwan.

(*f*) Worked by the Bombay, Baroda and Central India Railway Company.

(*g*) Includes 1·89 miles of mixed (5' 6" and 3' 3⅜") gauge line between Bezwada and Kistna block hut and 1·08 miles of 3' 3⅜" gauge line between Kistna block hut and Tadepalli.

(*h*) Worked by the Oudh and Rohilkhand State railway administration.

(*i*) Worked by the North Western State railway administration.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	14,755·18	
5′ 6″ gauge—concld.			
(v) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Delhi-Umballa-Kalka (*a*) . . .	...	162·36	
B. Receiving land only from Government—			
Tarkessur (*a*)	...	22·23	
(vi) Native State lines—			
A. Worked by companies—			
Bhopal-Itarsi (*Native State section*) (*b*) . .	44·28		
Bhopal-Ujjain (*b*)	113·27		
Bina-Goona-Baran (*b*)	145·63		
Kolar Gold-fields (*c*)	9·88		
Nagda-Ujjain (*d*)	34·32		
Nizam's Guaranteed State	(*e*) 330·13		
Petlad-Cambay (Anand-Tarapur section) (*d*) .	21·50		
Petlad-Cambay (Tarapur-Cambay section) (*d*)	12·30		
		711·31	
B, Worked by State railway agency—			
Jummu and Kashmir (*Native State Section*) (*f*) and (*g*)	15·98		
Ludhiana-Dhuri-Jakhal (*f*)	78·65		
Rajpura-Bhatinda (*f*)	107·05		
		201·68	
(vii) Leased lines—			
South Behar (*a*)	...	78·76	
Total 5′ 6″ gauge .	...	...	15,931·52
3′ 3⅜″ gauge—			
(viii) State lines worked by the State—			
Cawnpore-Burhwal (*metre gauge link*) .	(*h*) 79·60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (*including the British section of the Santrabari extension and the Ranaghat-Krishnagar and Teesta-Kurigram branches*)	680·22		
Dacca section	85·92		
		845·74	
Carried over . . .	...	845·74	15,931·52

(*a*) Worked by the East Indian Railway Company.
(*b*) Worked by the Great Indian Peninsula Railway Company.
(*c*) Worked by the Madras and Southern Mahratta Railway Company.
(*d*) Worked by the Bombay, Baroda and Central India Railway Company.
(*e*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness ths Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*f*) Worked by the North-Western State railway administration.
(*g*) The British section of this railway forms an integral part of the North-Western State railway.
(*h*) Excludes 3·40 miles of the Lucknow-Bareilly railway betwaen Aishbagh and Daliganj, worked over, but includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line of the Oudh and Rohilkhand State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	845·74	15,931·52
3′ 3⅜″ *gauge*—contd.			
(ix) State lines worked by companies—			
Assam-Bengal	775·28		
Burma	1,340·15		
Burma Extensions	134·77		
Jodhpur-Hyderabad (*British section*) (*a*) and (*b*)	123·98		
Luchnow-Bareilly (*c*)	237·04		
Madras and Southern Mahratta . . .	1,508·14		
Mysore section (Madras and Southern Mahratta) (*d*)	296·22		
Nilgiri (*e*)	16·99		
Palanpur-Deesa (*f*)	17·28		
Rajputana-Malwa (*f*)	(*g*) 1,778·06		
South Indian	865·50		
Tinnevelly-Quilon (Travancore) *British section* (*e*)	50·48		
Tirhoot (*h*)	782·15		
		7,926·04	
(x) District Boards' lines—			
Bezwada-Masulipatam (*d*)	49·47		
Tanjore District Board (*e*)	103·36		
		152·83	
(xi) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dolka (*f*)	33·50		
Ahmedabad-Parantij (*f*)	54·70		
Mymensing-Jamalpore-Jagannathganj (*i*) . .	53·90		
		142·10	
(xii) Assisted companies' lines—			
A. Subsidized by the Government of India.			
Rohilkund and Kumaon	...	197·80	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77·50	
C. Subsidized by District Boards—			
Bengal-Dooars	...	36·40	
D. Receiving land only from Government—			
Bengal and North-Western	1,016·38		
Bengal-Dooars Extensions	116·56		
Deoghur	4·79		
		1,137·73	
(xiii) Unassisted companies' lines—			
Ledo and Tikak-Margherita (*j*) . . .	...	8·50	
Carried over .	...	10,524·64	15,931·52

(*a*) Worked by the Jodhpur-Bikaner railway.
(*b*) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.
(*c*) Worked by the Rohilkhund and Kumaon Railway Company.
(*d*) Worked by the Madras and Southern Mahratta Railway Company.
(*e*) Worked by the South Indian Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Includes 2·10 miles at Ujjain, and 3·07 miles between Idgah (Agra) and Jumna Bridge (Agra) laid on the 5′ 6″ gauge, and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North-Western State railways.
(*h*) Worked by the Bengal and North-Western Railway Company.
(*i*) Worked by the Eastern Bengal State railway administration.
(*j*) Worked by the Assam Railways and Trading Company.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	10,524·64	15,931·52
3′ 3⅜″ gauge—concld.			
(xiv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar .	(*a*) 334·19		
Bikaner	245·35		
Dhrangadra (*b*)	20·83		
Jamnagar (*b*)	(*c*) 54·22		
Jetalsar-Rajkot (*b*)	46·21		
Jodhpur	463·89		
Morvi	(*d*) 94·64		
Udaipur-Chitor	67·30		
		1,326·63	
B. Worked by companies—			
Birur-Shimoga (*e*)	37·92		
Gaekwar's Mehsana (*f*)	92·63		
Hindupur (Yesvantpur-Mysore Frontier) (*e*).	51·35		
Hyderabad-Godavari Valley (*g*) . .	(*h*) 391·13		
Jaipur (*f*)	72·84		
Kolhapur (*e*)	29·27		
Mysore-Nanjangud (*e*)	15·80		
Sangli (*e*)	4·90		
Shoranur-Cochin (*i*)	64·75		
Tinnevelly-Quilon (Travancore) (*Native State section*) (*i*)	57·98		
Vijapur-Kalol-Kadi (*f*)	41·37		
		859·94	
(xv) Lines in Foreign Territory—			
Karaikkal-Peralam (*i*)	14·65		
Pondicherry (*i*)	7·85		
West of India Portuguese (*e*) . . .	51·10		
		73·60	
Total 3′ 3⅜″ gauge .	...	...	12,784·81
2′ 6″ and 2′ 0″ gauges—			
(xvi) State lines worked by the State—			
Dandot Light (2′ 0″) (*j*)	6·18		
Jorhat (2′ 0″)	31·75		
Kalka-Simla (2′ 6″) (*j*)	59·44		
Kohat-Thal (2′ 6″) (*j*)	62·16		
Nowshera-Durgai (2′ 6″) (*j*) . . .	40·25		
		199·78	
Carried over .	...	199·78	28,716·33

(*a*) Includes 5·23 miles of Dock estates and Quarry lines.
(*b*) Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway.
(*c*) Includes 3·93 miles of the Bedi Bandar Dock estate lines.
(*d*) Includes 20·70 miles of 2′ 6″ gauge line between Vankaner and Morvi.
(*e*) Worked by the Madras and Southern Mahratta Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Worked by His Highness the Nizam's Guaranteed State Railways Company.
(*h*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*i*) Worked by the South Indian Railway Company.
(*j*) Worked by the North-Western State railway administration.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	199·78	28,716·33
2′ 6″ and 2′ 0″ gauges—concld.			
(xvii) State lines worked by companies—			
Jubbulpore-Gondia Extension (2′ 6″) (*a*) .	250·10		
Morappur-Dharmapuri (2′ 6″) (*b*) . .	18·53		
Purulia-Ranchi (2′ 6″) (*a*) . . .	72·45		
Raipur-Dhamtari (2′ 6″) (*a*) . . .	56·94		
Tirupattur-Krishnagiri (2′ 6″) (*b*) . .	25·38		
		423·40	
(xviii) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2′ 0″) . . .	...	51·00	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2′ 6″) . . .	26·06		
Bukhtiarpore-Behar Light (2′ 6″) . .	18·50		
Howrah-Amta Light (2′ 0″) . . .	37·19		
Howrah-Sheakhala Light (2′ 0″) . .	19·75		
Tezpore-Balipara Light (2′ 6″) . . .	20·10		
		121·60	
C. Receiving land only from Government—			
Barsi Light (2′ 6″)	78·50		
Matheran (2′ 0″) (*c*)	12·61		
Powayan Light (2′ 6″) (*d*)	39·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)	93·02		
		223·63	
(xix) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2′ 6″) . .	...	33·27	
(xx) Native State lines—			
A. Worked by Native States—			
Cutch (2′ 6″)	11·67		
Dholpore-Bari (2′ 6″)	19·56		
		31·23	
B. Worked by companies—			
Gaekwar's Dabhoi (2′ 6″) (*e*) . . .	94·48		
Gwalior Light (2′ 0″) (*c*)	183·53		
Mourbhanj (2′ 6″) (*a*)	32·41		
Parlakimedi Light (2′ 6″) (*a*) . . .	24·62		
Rajpipla (2′ 6″) (*e*)	37·37		
		372·41	
C. Worked by State railway agency—			
Cooch Behar (2′ 6″) (*f*)	...	33·60	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	1,489·92
Total mileage open of all railways on the 31st March 1908 . .	...	...	30,206·25

(*a*) Worked by the Bengal-Nagpur Railway Company.
(*b*) Worked by the South Indian Railway Company.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Bombay, Baroda and Central India Railway Company.
(*f*) Worked by the Eastern Bengal State railway administration.

APPENDIX 40—*contd.*

And the mileage under construction or sanctioned for construction on the same date was 2,527·32 miles, as follows :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22·40	22·40			
Lodhran to Khanewal	56·59			
Shorkot Road to Chichoki	130·65			
		209·64		
Oudh and Rohilkhand—				
Balamau to Sitapur (*a*)	37·12			
Rosa to Sitapur (*a*)	51·36			
		88·48		
			298·12	
(ii) State lines worked by companies—				
Baran Kotah	...	40·78		
Bengal-Nagpur—				
Bhojudih to Parthadihi	2·28			
Branch line near Khanoodih	1·97			
Ramtek to Kandri	2·53			
Sini to Gurumaishini (*a*)	44·00			
Vizianagram to Raipur (*b*)	310·62			
		361·40		
East Indian—				
Bhagalpur to Bausi	31·04			
Boraehuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajinipara	2·50			
Hooghly *viâ* Katwa to Barharwa	164·34			
Toposi to Baraboni	9·31			
		213·94		
Great Indian Peninsula—				
Kurla to Mazagaon	6·87			
Mahim link	1·32			
		8·19		
Nagda-Muttra—				
Kotah to Muttra	...	204·35		
Salem-Attur (*a*)	...	36·06		
			864·72	
Total 5′ 6″ gauge	...	...	...	1,162·84
3′ 3⅜″ gauge.				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7·40			
Katihar to Godagari	104·98			
Kokrajhar to the Brahmaputra river opposite Gauhati	112·93			
		...	225·26	
Carried over	...	...	225·26	1,162·84

(*a*) Commencement of work not authorized.

(*b*) Commencement of work on the Parvatipuram-Raipur section deferred.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	..	225·26	1,162·84
3′ 3⅜″ gauge—concld.				
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . .	19·32			
Kalaura to the Khooseara river	16·00			
		35·32		
Burma—				
Neikban to Begayet . .	66·25			
Thamaing to Malagaon . .	6·70			
		72·95		
Burma extensions—				
Danbi to Kyangin . . .	...	52·16		
Madras and Southern Mahratta—				
Dhronachellam to Kurnool .	...	32·00		
Nilgiri—				
Coonoor to Ootacamund . .	...	11·75		
South Indian—				
Mandapam to Pamban . .	3·19			
Rameswaram to Danushkodi .	11·30			
Tangachimadam to Port Ampthill	1·69			
Tiruppachetti to Sivagunga .	9·00			
		25·18		
Tirhoot—				
Bhagalpur Kachery to Bhagalpur	...			
		0·79		
(v) Assisted companies' lines—			230·15	
A. Subsidized by the Government of India—				
Rohilkund and Kumaon—				
Moradabad to Got . . .	...	...	4·19	
B. Subsidized by the Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat . .	...	...	8·52	
C. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhusi . . .	72·58			
Burwhal to Sitapur . . .	59·79			
Madho Singh to the Ganges river opposite Mirzapur .	10·30			
		142 67		
Mirpur Khas-Jhudo . .	...	48·00		
			190·67	
(vi) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar . .	...	135·68		
Jodhpur—				
Degana to Seyangarh . .	...	61·32		
			197·00	
B. Worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji . .	16·74			
Kheralu to Dabhora . .	7·73			
Manund Road to Harij . .	21·37	...		
			45·84	
Total 3′ 3⅜″ gauge .	...	...	...	901·03
Carried over .	...	...	...	2,064·47

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	2,064·47
2′ 6″ and 2′ 0″ gauges—				
(vii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British Section*) (*a*)—				
Jullundur to the British Frontier	...	6·80		
Kalka-Simla (2′ 6″)—				
present terminus to the old bullock train office . . .	...	0·50		
			7·30	
(viii) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Chanda . . .	148·65			
Nagbhir to Nagpur. . .	63·75			
		212·40		
Jubbulpore-Gondia Extension (2′ 6″)—				
Khirsadoh to Sirgora . .	8·43			
Nainpur to Mandla . .	26·32			
		34·75		
			247·15	
(ix) Assisted companies' lines—				
A. Subsidized by District Boards—				
Baraset-Basirhat Light (2′ 6″)—				
Bashirhat to Hosanabad . .	...	8·50		
Howrah-Amta Light (2′ 6″)—				
Autpur to Champadanga . .	6·75			
Autpur to Rajbulhat (*b*) . .	3·50			
		10·25		
			18·75	
B. Receiving land only from Government—				
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharunpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	...	30·00		
			49·50	
(x) Native State lines—				
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj . . .	...	...	25·30	
B. Worked by companies—				
Gwalior Light (2′ 0″)—				
Sabalgarh to Sheopur . .	...	66·39		
Kosamba-Zankavav (2′ 6″) . .	...	26·44		
			92·83	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British Frontier (*a*)	...	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	462·85
Total of all railways under construction or sanctioned for construction on the 31st March 1908 . .	...	...	...	2,527·32

There was thus a grand total of railways completed and in hand on the 1st April 1908 of 32,733·57 miles.

(*a*) Commencement of work not authorized and question of gauge not finally settled.
(*b*) Commencement of work not authorised.
(*c*) Completion deferred.

APPENDIX 40—*contd.*

During 1908-1909, *i.e.*, from the 1st April 1908 to the 31st March 1909, 52·09 miles of new railway have been authorised as follows :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
Oudh and Rohilkhand—				
Dalmau to Munshiganj (*a*) .	15·32			
Madhoganj to Sandi . .	17·05			
Phaphamau to Unao (*a*) . .	114·58			
Rae Bareilly to Mustafabad (*a*)	23·41	...		
			170·36	
(ii) State lines worked by companies—				
East Indian—				
Parthadihi to Pradhankhunta .	...	9·00		
Great Indian Peninsula—				
Amla to Purassia . . .	53·00			
Itarsi to Nagpur . . .	178·45			
		231·45		
			240·45	
(iii) Branch line companies' railways assisted by Government under "rebate" terms—				
Amritsar-Patti—				
Patti to Kasur . . .	...	27·46		
Sutlej Valley—				
Kasur to Lodhran . .	...	209·28		
			236·74	
(iv) Assisted companies' railways subsidized by the Government of India—				
Delhi-Umballa-Kalka—				
Thanesar to Kaithal . .	...	...	28·00	
Total 5′ 6″ gauge .	...	...	...	675·55
3′ 3⅜″ gauge—				
(v) State lines worked by companies—				
Burma—				
Malagaon to Dawbong . .	...	3·79		
Lucknow-Bareilly—				
Dudhwa to the Nepal Frontier	14·00			
Sonaripore to Ramnagar .	20·79			
		34·79		
Madras and Southern Mahratta—				
From a point about a mile below Ramanamalai to Kunnevehalli . . .	...	9·00		
Tirhoot—				
Pertabganj to Bhimnagar .	...	13·44		
			61·02	
(vi) District Boards' lines—				
Bezwada-Masulipatam—				
Masulipatam to Masulipatam Port	...	...	2·50	
(vii) Assisted companies' lines receiving land only from Government—				
Bengal and North-Western—				
Allahabad to Jhusi . .	6·00			
Chupra to Mushrak . .	26·32			
Gogra Bridge at Manjhi Ghat and approaches . .	4·41			
		...	36·73	
Total 3′ 3⅜″ gauge .	...	...	...	100·25
Carried over .	...	...	...	775·80

(*a*) Commencement of work deferred.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. 4)	Miles. (5)
Brought forward .	...	...	...	775·80
2′ 6″ and 2′ 0″ gauges—				
(viii) State lines worked by Companies—				
Jubbulpore-Gondia Extension (2′ 6″)—				
Chhindwara to Nagpur . .	94·43			
Khapa branch . . .	4·25	...		
(ix) Assisted Companies' lines—			98·68	
A. Subsidised by District Boards—				
Bukhtiarpore-Behar Light (2′ 6″)—				
Behar to Silao	...	...	10·00	
B. Receiving land only from Government—				
Barsi Light (2′ 6″)—				
Pandharpur to Pandharpur Town	...	...	1·36	
(x) Native State lines worked by Companies—				
Gaekwar's Dabhoi (2′ 6″)—				
From a point near Motipura to Kaletia	12·50			
Ghantoli to Songir . . .	2·25			
Miyagam to Sinor . . .	20·00	...		
(xi) Unassisted Companies' lines—			34·75	
Avadi-Poonamallee Light (2′ 0″)—				
Avadi to Poonamallee . .	...	6·50		
Dehri-Rhotas Light (2′ 6″)—				
Dehri-on-Sone to Akbarpore .	...	25·00		
			31·50	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	176·29
Total .	...	...	...	952·09

And 774·26 miles have been or are likely to be opened to public traffic as follows:—

(1)	Miles. (2)	Miles (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Lodhran to Khanewal . .	...	...	56·59	
(ii) State lines worked by Companies—				
Baran-Kotah—				
Baran to Antah . . .	...	13·31		
Bengal-Nagpur—				
Ramtek to Kandri . .	*2·18			
Vizianagram to Parvatipuram .	48·30			
		50·48		
East Indian—				
Barharwa to Dhulian . .	17·35			
Portion of the Toposi-Baraboni loop	3·99			
		21·34		
			85·13	
Total 5′ 6″ gauge .	...	...	...	141·72
3′ 3⅜″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7·40			
Katihar to Godagari . .	*105·00	...		
(iv) State lines worked by Companies—			112·40	
Burma Extensions—				
Danbi to Kyangin . . .	...	52·16		
Madras and Southern Mahratta—				
Dhronachellam to Kurnool .	...	*31·75		
Nilgiri—				
Coonoor to Ootacamund . .	...	*11·97		
South Indian—				
Rameswaram to Danushkodi .	...	11·30		
Tirhoot—				
Bhagalpur to Bhagalpur Kutchery	...	*1·07		
			108·25	
Carried over .	...	...	220·65	141·72

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	220·65	141·72
3′ 3⅜″ gauge—(concld).				
(v) District Boards' lines—				
Bezwada-Masulipatam—				
Masulipatam to Masulipatam Port	...	...	2·50	
(vi) Assisted Companies' lines—				
A. Subsidised by the Government of India—				
Rohilkund and Kumaon—				
Moradabad to Got . . .	...	...	4·19	
B. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhusi . . .	72·58			
Madho Singh to the Ganges river opposite Mirzapur .	10·30			
		82·88		
Mirpur Khas-Jhudo . . .	...	*50 00		
			132·88	
(vii) Native State lines worked by Companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji . .	16·74			
Manund Road to Harij . .	21·37	...	38·11	
Total 3′ 3⅜″ gauge .	...	...	...	398·33
2′ 6″ and 2′ 0″ gauges—				
(viii) State lines worked by Companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Itwari . . .	...	147·78		
Jubbulpore-Gondia Extension (2′ 6″)—				
Nainpur to Mandla . . .	...	*26·40		
			174·18	
(ix) Assisted Companies' lines subsidised by District Boards—				
Baraset-Basirhat Light (2′ 6″)—				
Basirhat to Hosanabad . .	...	8·50		
Howrah-Amta Light (2′ 0″)				
Antpur to Champadanga .	...	*6·68		
			15·18	
(x) Native State lines—				
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj . . .	...	...		
			*25·11	
B. Worked by Companies—				
Gwalior-Light (2′ 0″)—				
Sabalgarh to Birpur . .	...	...	*19·74	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	234·21
Total .	...	...	...	774·26

* Correction of mileage.

APPENDIX 40—*contd.*

The total length of open line at the commencement of 1909-1910, *i.e.*, on the 1st April 1909, will, therefore, be 30,983·04 miles, comprising—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
5′ 6″ gauge—			
(i) State lines worked by the State—			
Eastern Bengal	507·47		
North Western	(*a*)* 3,513·98		
Oudh and Rohilkhand	(*b*) 1,223·23		
		5,244·68	
(ii) State lines worked by companies—			
Agra-Delhi Chord (*c*)	125·99		
Baran-Kotah (*c*)	13·31		
Bengal-Nagpur	* 1,788·18		
Bezwada Extension (*d*)	20·58		
Bhopal-Itarsi (*British section*) (*c*)	13·11		
Bombay, Baroda and Central India	(*e*) 504·35		
East Indian	*2,230·96		
Godhra-Rutlam-Nagda (*f*)	141·14		
Great Indian Peninsula	*1,599·41		
Indian Midland (*c*)	*812·39		
Madras and Southern Mahratta	(*g*) 1,031·69		
Nagda-Muttra (*f*)	*138·50		
South Indian	445·94		
		8,865·55	
(iii) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (*h*)	...	32·04	
(iv) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (*i*)	27·49		
Southern Punjab (*i*)	423·75		
Southern Punjab (Ludhiana) Extension (*i*)	152·04		
Tapti Valley (*f*)	155·48		
		758·76	
Carried over	...	14,901·03	

(*a*) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura, worked over by the North Western State and Rajputana-Malwa railways.

(*b*) Includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line, and 1·81 miles of 3′ 3⅜″ gauge line between the Oudh and Rohilkhand State railway cantonment and the Bengal and North-Western railway city stations at Benares.

(*c*) Worked by the Great Indian Peninsula Railway Company.

(*d*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*e*) Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.

(*f*) Worked by the Bombay, Baroda and Central India Railway Company.

(*g*) Includes 1·89 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna block hut, and 1·08 miles of 3′ 3⅜″ gauge line between Kistna block hut and Tadepalli.

(*h*) Worked by the Oudh and Rohilkhand state railway administration.

(*i*) Worked by the North Western State railway administration.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	14,901·03	
5′ 6″ gauge—concld.			
(v) Assisted companies' lines—			
(A) Subsidized by the Government of India—			
Delhi-Umballa-Kalka (*a*) . .	...	162·36	
(B) Receiving land only from Government—			
Tarkessur (*a*)	....	*22·20	
(vi) Native State lines—			
(A) Worked by companies—			
Bhopal-Itarsi (*Native State section*) (*b*) .	44·28		
Bhopal-Ujjain (*b*)	113·27		
Bina-Goona-Baran (*b*)	145·63		
Kolar Gold fields (*c*)	9·88		
Nagda-Ujjain (*d*)	34·32		
Nizam's Guaranteed State . . .	(*e*) 330·13		
Petlad-Company (Anand Tarapur section) (*d*).	21·50		
Petlad-Cambay (Tarapur-Cambay section) (*d*).	12·30		
		711·31	
(B) Worked by State railway agency—			
Jammu and Kashmir (*Native State section*) (*f*) and (*g*) . . .	15·98		
Ludhiana-Dhuri Jakhal (*f*) . .	78·65		
Rajpura-Bhatinda (*f*) . . .	107·05		
		201·68	
(vii) Leased lines—			
South Behar (*a*)	...	78·76	
Total 5′ 6″ gauge .	...	...	16,077·34
3′ 3⅜″ gauge—			
(viii) State lines worked by the State—			
Cawnpore-Burhwal (*metre gauge link*) .	(*h*) 79·60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (*including the British section of the Santrabari Extension and the Ranaghat-Krishnagar and Teesta-Kurigram branches*)	*793·48		
Dacca section	85·92		
		959·00	
Carried over .	.....	959·00	16,077·34

(*a*) Worked by the East Indian Railway Company.
(*b*) Worked by the Great Indian Peninsula Railway Company.
(*c*) Worked by the Madras and Southern Mahratta Railway Company.
(*d*) Worked by the Bombay, Baroda and Central India Railway Company.
(*e*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabed-Godavari Valley railways.
(*f*) Worked by the North Western State railway administration.
(*g*) The British section of this railway forms an integral part of the North Western State railway.
(*h*) Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line of the Oudh and Rohilkhand State railway.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	959·00	16,077·34
3′ 3⅜″ gauge—contd.			
(ix) State lines worked by companies—			
Assam-Bengal	775·28		
Burma	1,340·15		
Burma Extensions	186·93		
Jodhpur-Hyderabad (*British section* (*a*) and (*b*)	123·98		
Lucknow-Bareilly (*c*)	237·04		
Madras and Southern Mahratta . . .	*1,542·87		
Mysore section (Madras and Southern Mahratta) (*d*)	296·22		
Nilgiri (*e*)	28·96		
Palanpur-Deesa (*f*)	17·28		
Rajputana-Malwa (*f*)	*(*g*) 1,778·94		
South Indian	876·80		
Tinnevelly-Quilon (Travancore) (*British section*) (*e*)	50·48		
Tirhoot (*h*)	*775·76		
		8,030·69	
(x) District Boards' lines—			
Bezwada-Masulipatam (*d*)	*51·88		
Tanjore District Board (*e*)	103·36		
		155·24	
(xi) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dholka (*f*)	33·50		
Ahmedabad-Parantij (*f*)	54·70		
Mymensing-Jamalpur-Jagannathganj (*i*) .	*53·91		
		142·11	
(xii) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Rohilkund and Kumaon	...	*202·06	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77·50	
C. Subsidized by District Boards—			
Bengal-Dooars	...	36·40	
D. Receiving land only from Government—			
Bengal and North-Western . . .	*1,099·63		
Bengal Dooars Extensions . . .	116·56		
Deoghur	4·79		
Mirpur Khas-Jhudo	50·00		
		1,270·98	
(xiii) Unassisted companies' lines—			
Ledo and Tikak-Margherita (*j*) . . .	...	8·50	
Carried over .	...	10,882·48	16,077·34

(*a*) Worked by the Jodhpur-Bikaner railway.
(*b*) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.
(*c*) Worked by the Rohilkund and Kumaon Railway Company
(*d*) Worked by the Madras and Southern Mahratta Railway Company.
(*e*) Worked by the South Indian Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Includes 2·10 miles at Ujjain, and 3·07 miles between Idgah (Agra) and Jumna Bridge (Agra) laid on the 5′ 6″ gauge, and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North Western State railways.
(*h*) Worked by the Bengal and North-Western railway Company.
(*i*) Worked by the Eastern Bengal State railway administration.
(*j*) Worked by the Assam Railways and Trading Company.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	10,882·48	16,077·34
3′ 3⅜″ gauge—concld.			
(xiv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar	*(*a*) 337·89		
Bikaner	245·35		
Dhrangadra (*b*)	20·83		
Jamnagar (*b*)	(*c*) 54·22		
Jetalsar-Rajkot (*b*)	46·21		
Jodhpur	463·89		
Morvi	(*d*)* 92·83		
Udaipur-Chitor	67·30		
		1,328·52	
B. Worked by companies—			
Birur-Shimoga (*e*)	37·92		
Gaekwar's Mehsana (*f*)	130·74		
Hindupur (Yesvantpur-Mysore Frontier) (*e*)	51·35		
Hyderabad-Godavari Valley (*g*)	(*h*) 391·13		
Jaipur (*f*)	72·84		
Kolhapur (*e*)	29·27		
Mysore-Nanjangud (*e*)	15·80		
Sangli (*e*)	4·90		
Shoranur-Cochin (*i*)	64·75		
Tinnevelly-Quilon (Travancore) (*Native State section*) (*i*)	57·98		
Vijapur-Kalol-Kadi (*f*)	41·37		
		898·05	
(xv) Lines in Foreign Territory—			
Karaikkal-Peralam (*i*)	14·65		
Pondicherry (*i*)	7·85		
West of India Portuguese (*e*)	51·10		
		73·60	
Total 3′ 3⅜″ gauge	...	...	13,182·65
2′ 6″ and 2′ 0″ gauges—			
(xvi) State lines worked by the State—			
Dandot Light (2′ 0″) (*j*)	6·18		
Jorhat (2′ 0″)	31·75		
Kalka-Simla (2′ 6″) (*j*)	59·44		
Kohat-Thal (2′ 6″) (*j*)	*61·60		
Nowshera-Durgai (2′ 6″) (*j*)	40·25		
		199·22	
Carried over	...	199·22	29,259·99

(*a*) Includes 8·93 miles of Dock estates and Quarry lines.

(*b*) Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway.

(*c*) Includes 3·93 miles of the Bedi Bandar Dock estate lines.

(*d*) Includes 18·89 miles of 2′ 6″ gauge line between Vankaner and Morvi.

(*e*) Worked by the Madras and Southern Mahratta Railway Company.

(*f*) Worked by the Bombay, Baroda and Central India Railway Company.

(*g*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*h*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.

(*i*) Worked by the South Indian Railway Company.

(*j*) Worked by the North Western State railway administration.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	199·22	29,259·99
2′ 6″ and 2′ 0″ gauges—concld.			
(xvii) State lines worked by companies—			
Gondia-Chanda (2′ 6″)	147·78		
Jubbulpore-Gondia Extension (2′ 6″) (*a*) .	276·50		
Morappur-Dharmapuri (2′ 6″) (*b*) . .	18·53		
Purulia-Ranchi (2′ 6″) (*a*)	72·45		
Raipur-Dhamtari (2′ 6″) (*a*) . . .	56·94		
Tirupattur-Krishnagiri (2′ 6″) (*b*) . . .	25·38		
		597·58	
(xviii) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2′ 0″) . . .	..	51·00	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2′ 6″) . . .	34·56		
Bukhtiarpore-Behar Light (2′ 6″) . .	18·50		
Howrah-Amta Light (2′ 0″) . . .	43·87		
Howrah-Sheakhala Light (2′ 0″) . .	19·75		
Tezpore-Balipara Light (2′ 6″) . . .	20·10		
		136·78	
C. Receiving land only from Government—			
Barsi Light (2′ 6″)	78·50		
Matheran (2′ 0″) (*c*)	12·61		
Powayan Light (2′ 6″) (*d*)	39·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″) .	*92·50		
		223·11	
(xix) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2′ 6″) . .	...	33·27	
(xx) Native State lines—			
A. Worked by Native States—			
Cutch (2′ 6″)	36·78		
Dholpur-Bari (2′ 6″)	19·56		
		56·34	
B. Worked by companies—			
Gaekwar's Dabhoi (2′ 6″) (*e*) . . .	94·48		
Gwalior Light (2′ 0″) (*e*)	203·27		
Mourbhanj (2′ 6″) (*a*)	32·41		
Parlakimedi Light (2′ 6″) (*a*) . . .	24·62		
Rajpipla (2′ 6″) (*e*)	37·37		
		392·15	
C. Worked by State railway agency—			
Cooch Behar (2′ 6″) (*f*)	...	33·60	
Total 2′ 6″ and 2′ 0″ gauges . .	...	...	1,723·05
Total mileage open of all railways on the 31st March 1909 . .	...	...	†30,983·04

(*a*) Worked by the Bengal-Nagpur Railway Company.
(*b*) Worked by the South Indian Railway Comyany.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Bombay, Baroda and Central India Railway Company.
(*f*) Worked by the Eastern Bengal State railway administration.
* Correction of mileage.
† Made up as follows :—

Open at the commencement of 1908-09		30,206·25
Add—		
Open during 1908-09	774·26	
Adra loop of the Bengal-Nagpur railway previously treated as a siding	2·29	
Moth-Sheora Hill Section of the Indian Midland railway previously omitted	2·51	
Ranawao Quarry branch of the Bhavnagar-Gondal-Junagad-Porbandar railway previously omitted . .	3·70	782·76
		30,989·01
Deduct—		
Pertabganj-Khanwa Ghat section of the Tirhoot State railway taken up	5·93	
Net decrease due to minor corrections of mileage . .	0·04	5·97
		30,983·04

APPENDIX 40—*contd.*

And the mileage under construction or sanctioned for construction on the 31st March 1909 will therefore be 2,740·58 miles made up as follows:—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22·40	22·40			
Shorkot Road to Chichoki	*135·80			
		158·20		
Oudh and Rohilkhand—				
Balamau to Sitapur	37·12			
Dalmau to Munshiganj (*a*)	15·32			
Madhoganj to Sandi	17·05			
Phaphamau to Unao (*a*)	114·58			
Rae Bareli to Mustafabad (*a*)	23·41			
Rosa to Sitapur	51·36			
		258·84		
			417·04	
(ii) State lines worked by companies—				
Baran-Kotah—				
Antah to Kotah	...	27·47		
Bengal-Nagpur—				
Bhojudih to Parthadihi	2·28			
Branch line near Khanoodih	1·97			
Kalimati to Gurumaishini	*44·50			
Parvatipuram to Raipur (*a*)	260·75			
		309·50		
East Indian—				
Bhagalpur to Bausi	31·04			
Borachuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajinipara	2·50			
Hooghly to Dhulian	146·99			
Parthadihi to Pradhankhunta	9·00			
Portion of the Toposi-Baraboni branch	5·32			
		201·60		
Great Indian Peninsula—				
Amla to Purassia	53·00			
Itarsi to Nagpur	178·45			
Kurla to Mazagaon	*6·83			
Mahim link	1·32			
		239·60		
Nagda-Muttra—				
Kotah to Muttra	...	204·35		
Salem-Attur (*b*)	...	36·06		
			1,018·58	
(iii) Branch lines companies' railways assisted by Government under "rebate" terms—				
Amritsar-Patti—				
Patti to Kasur	...	27·46		
Sutlej Valley—				
Kasur to Lodhran	...	209·28		
			236·74	
(iv) Assisted companies' railways subsidized by the Government of India—				
Delhi-Umballa-Kalka—				
Thanesar to Kaithal	...	...	28·00	
Total 5′ 6″ gauge	...	...	...	1,700·36
Carried over	...	...	...	1,700·36

(*a*) Commencement of work deferred.
(*b*) Commencement of work not authorized.
* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	1,700·36
3′ 3⅜″ gauge—				
(v) State lines worked by the State—				
Eastern Bengal—				
Kokrajhar to the Brahmaputra river opposite Gauhati .	...	...	112·93	
(vi) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . .	19·32			
Kalaura to the Khooseara river	16·00			
		35·32		
Burma—				
Malagaon to Dawbong . .	3·79			
Neikban to Begayet . .	66·25			
Thamaing to Malagaon . .	6·70			
		76·74		
Lucknow-Bareilly—				
Dudhwa to the Nepal Frontier	14·00			
Sonaripur to Ramnagar . .	20·79			
		34·79		
Madras and Southern Mahratta—				
From a point about a mile below Ramanamalai to Kunneveballi	...	9·00		
South Indian—				
Mandapam to Pamban . .	3·19			
Tangachimadam to Port Ampthill	1·69			
Tiruppachettai to Sivagunga .	9·00			
		13·88		
Tirhoot—				
Pertabganj to Bhimnagar .	...	13·44		
			183·17	
(vii) Assisted companies' lines—				
A. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat . .	...	...	8·52	
B. Receving land only from Government—				
Bengal and North-Western—				
Allahabad to Jhusi . . .	6·00			
Burhwal to Sitapur . . .	59·79			
Chupra to Mushrak . . .	26·32			
Gogra Bridge at Manjhi Ghat and approaches . . .	4·41	...		
			96·52	
(viii) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar . .	...	*159·92		
Jodhpur—				
Degana to Seyangarh . .	...	61·32		
			221·24	
B. Worked by companies—				
Gaekwar's Mehsana—				
Kheralu to Dabhora . .	...	...	7·73	
Total 3′ 3⅜″ gauge .	...	...	...	630·11
Carried over .	...	...	...	2,330·47

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	2,330·47
2′ 6″ and 2′ 0″ gauges—				
(ix) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British Frontier	...	6·80		
Kalka-Simla (2′ 6″)—				
Present terminus to the old bullock train office . .	...	*0·45		
(x) State lines worked by companies—			7·25	
Gondia-Chanda (2′ 6″)—				
Itwari to Nagpur . . .	3·50			
Nagbhir to Chanda . .	66·50			
Jubbulpore-Gondia Extension (2′ 6″)—		70·00		
Khapa branch . . .	4·25			
Khirsadoh to Sirgora . .	8·43			
Nagpur to Chhindwara . .	94·43			
(xi) Assisted Companies' lines—		107·11		
A. Subsidized by District Boards—			177·11	
Bukhtiarpore-Behar Light (2′ 6″)—				
Behar to Silao . . .	...	10·00		
Howrah-Amta Light (2′ 0″)—				
Antpur to Rajbulhat (*b*) . .	...	3·50		
B. Receiving land only from Government—			13·50	
Barsi Light (2′ 6″)—				
Pandharpur to Pandharpur Town	...	1·36		
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—		19·50		
Baraut to Meerut (*b*) . .	...	30·00		
(xii) Unassisted Companies' lines—			50·86	
Avadi-Poonamallee Light (2′ 0″)—				
Avadi to Poonamallee . .	...	6·50		
Dehrj-Rhotas Light (2′ 6″)—				
Dehri-on-Sone to Akbarpore .	...	25·00		
(xiii) Native State lines—			31·50	
A. Worked by companies—				
Gaekwar's Dabhoi (2′ 6″)—				
From a point near Motipura to Kaletia	12·50			
Ghantoli to Songir . . .	2·25			
Miyagam to Sinor . . .	20·00			
Gwalior Light (2′ 0″)—		34·75		
Birpur to Sheopur . . .	...	46·68		
Kosamba-Zankavav (2′ 6″)	...	26·44		
B. Worked by State railway agency—			107·87	
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British Frontier (*a*)	...	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	410·11
Total of all railways under construction or sanctioned for construction on the 31st March 1909	...	...	...	**2,740·58**

(*a*) Commencement of work not authorized and question of gauge not finally settled.
(*b*) Commencement of work not authorized.
(*c*) Completion deferred.
* Correction of mileage.

APPENDIX 40—*contd.*

Making a grand total of railways completed and in hand at the commencement of 1909-1910 of miles . . . . *33,723·62

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles 990·05

It is expected that the following lengths of unfinished line will be opened for public traffic in 1909-1910 :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22·40 .	...	22·40		
Oudh and Rohilkhand—				
Madhoganj to Sandi . .	...	17·05		
(ii) State lines worked by companies—			39·45	
Baran-Kotah—				
Antah to Kotah . . .	...	27·47		
East Indian—				
Parthadihi to Pradhankhunta .	...	9·00		
Great Indian Peninsula—				
Kurla to Mazagaon . .	6·83			
Mahim link	1·32			
Nagda-Muttra—		8·15		
Kotah to Muttra . . .	...	204·35		
			248·97	
Total 5′ 6″ gauge .	...	...	...	288·42
3′ 3⅜″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Kokrajhar to the Brahmaputra river opposite Gauhati .	...	...	112·93	
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . .	...	...	19·32	
(v) Assisted Companies' lines—				
A. Subsidised by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat .	...	...	8·52	
B. Receiving land only from Government—				
Bengal and North-Western—				
Chupra to Mushrak . .	...	...	26·32	
(vi) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar . .	...	159·92		
Jodhpur—				
Degana to Seyangarh . .	...	61·32		
			221·24	
Carried over .	...	...	388·33	288·42

* Made up as follows :—

Completed and in hand at the beginning of 1908-1909 . . .		32,733·57
Add—		
Sanctioned during 1908-1909	952·09	
Increase in length of the Shorkot Road-Chichoki Extension of the North Western State railway . . .	5·15	
Adra loop of the Bengal-Nagpur railway previously treated as a siding	2·29	
Moth-Sheora hill section of the Indian Midland railway previously omitted	2·51	
Ranawao Quarry branch of the Bhavnagar-Gondal Junagad-Porbandar railway previously omitted . .	3·70	
Increase in length of the Hissar Extension of the Bikaner railway on re-alignment	24·24	
Increase in mileage of the Nagbhir-Chanda section of the Gondia-Chanda railway	5·38	
Net increase due to minor corrections of mileage . .	0·62	995·98
Deduct—		33,729·55
Pertabganj-Khanwa Ghat section of the Tirhoot State railway taken up		5·93
		33,723·62

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	388·33	288·42
3′ 3⅜″ gauge—concld—				
(vi) Native State lines—*concld.*—				
B. Worked by Companies—				
Gaekwar's Mehsana—				
Kheralu to Dabhora . .	...	...	7·73	
Total 3′ 3⅜″ gauge .	...	...	...	396·06
2′ 6″ and 2′ 0″ gauges—				
(vii) State lines worked by the State—				
Kalka-Simla (2′ 6″)—				
Present terminus to the old bullock train office . .	...	...	0·45	
(viii) Native State lines worked by Companies—				
Gwalior Light (2′ 0″)—				
Birpur to Sheopur . . .	...	...	46·68	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	47·13
Total .	...	...	...	731·61

Leaving the undermentioned lines for completion in 1910-1911 or later.

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Shorkot Road to Chichoki .	...	135·80		
Oudh and Rohilkhand—				
Balamau to Sitapur . .	37·12			
Dalmau to Munshiganj (*a*) .	15·32			
Phaphamau to Unao (*a*) .	114·58			
Rae Bareli to Mustafabad (*a*) .	23·41			
Rosa to Sitapur . . .	51·36	241·79		
			377·59	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Bhojudih to Parthadihi . .	2·28			
Branch line near Khanoodih .	1·97			
Kalimati to Gurumaishini .	44·50			
Parvatipuram to Raipur (*a*) .	260·75			
East Indian—		309·50		
Bhagalpur to Bausi . .	31·04			
Borachuk to Sodepur . .	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai . . .	1·19			
Ghat line to Dhulian . .	1·06			
Ghat line to Sajinipara . .	2·50			
Hooghly to Dhulian . .	146·99			
Portion of the Toposi-Baraboni branch	5·32			
		192·60		
Great Indian Peninsula—				
Amla to Purassia . .	53·00			
Itarsi to Nagpur . .	178·45			
		231·45		
Salem-Attur (*b*) . . .	...	36·06		
			769·61	
(iii) Branch Line Companies' railways assisted by Government under "rebate" terms—				
Amritsar-Patti—				
Patti to Kasur . . .	...	27·46		
Sutlej Valley—				
Kasur to Lodhran . .	...	209·28		
			236·74	
Carried over .	...	...	1,383·94	

(*a*) Commencement of work deferred.
(*b*) Commencement of work not authorized.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. 4)	Miles. (5)
Brought forward .	...	...	1,383·94	
5′ 6″ gauge—concld.—				
(iv) Assisted Companies' lines subsidised by the Government of India—				
Delhi-Umballa-Kalka—				
Thanesar to Kaithal	...	...	28·00	
Total 5′ 6″ gauge .	...	...	...	1,411·94
3′ 3⅜″ gauge—				
(v) State lines worked by companies—				
Assam-Bengal—				
Kalaura to the Khooseara river	...	16·00		
Burma—				
Malagaon to Dawbong . .	3·79			
Neikban to Begayet . .	66·25			
Thamaing to Malagaon . .	6·70			
		76·74		
Lucknow-Bareilly—				
Dudhwa to the Nepal Frontier	14·00			
Sonaripur to Ramnagar . .	20·79			
		34·79		
Madras and Southern Mahratta—				
From a point about a mile below Ramanamalai to Kunnevehalli. . . .	...	9·00		
South Indian—				
Mandapam to Pamban . .	3·19			
Tangachimadam to Port Ampthill . . .	1·69			
Tiruppachettai to Sivagunga .	9·00			
		13·88		
Tirhoot—				
Pertabganj to Bhimnagar .	...	13·44		
			163·85	
(vi) Assisted companies' lines receiving land only from Government—				
Bengal and North-Western—				
Allahabad to Jhusi . . .	6·00			
Burhwal to Sitapur . .	59·79			
Gogra Bridge at Manjhi Ghat and approaches . . .	4·41	...		
			70·20	
Total 3′ 3⅜″ gauge .	...	...	..	234·05
Carried over .	...	...	...	1,645·99

APPENDIX 40—*concld.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	1,645·99
2′ 6″ and 2′ 0″ gauges—				
(vii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British Frontier	...	...	6·80	
(viii) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Itwari to Nagpur . . .	3·50			
Nagbhir to Chanda . .	66·50			
		70·00		
Jubbulpore-Gondia Extension (2′ 6″)—				
Khapa branch . . .	4·25			
Khirsadoh to Sirgora . .	8·43			
Nagpur to Chhindwara .	94·43			
		107·11		
			177·11	
(ix) Assisted companies' lines—				
A. Subsidized by District Boards—				
Bukhtiarpore-Behar Light (2′ 6″)—				
Behar to Silao . . .	...	10·00		
Howra-Amta Light (2′ 0″)—				
Autpur to Rajbulhat (*b*) . .	...	3·50		
			13·50	
B. Receiving land only from Government—				
Barsi Light (2′ 6″)—				
Pandharpur to Pandharpur Town	...	1·36		
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	...	30·00		
			50·86	
x) Unassisted Companies' lines				
Avadi-Poonamallee Light (2′ 0″)—				
Avadi to Poonamallee . .	...	6·50		
Dehri-Rhotas Light (2′ 6″)—				
Dehri-on-Sone to Akbarpore .	...	25·00		
			31·50	
(xi) Native State lines—				
A. Worked by companies—				
Gaekwar's Dabhoi (2′ 6″)—				
From a point near Motipura to Káletia	12·50			
Ghantoli to Songir . .	2·25			
Miyagam to Sinor . .	20·00			
		34·75		
Kosamba-Zankavav (2′ 6″)	...	26·44		
			61·19	
B. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British Frontier (*a*) . . .	...	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	362·98
Total .	...	...	...	2,008·97

(*a*) Commencement of work not authorised and question of gauge not finally settled.
(*b*) Commencement of work not authorized.
(*c*) Completion deferred.

APPENDIX 41.

No. 514 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 17th April 1896.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—

Public Works Department resolution No. 924 R.C., dated 15th September 1893.

Public Works Department resolution dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous resolutions above quoted upon this subject, and to issue a fresh resolution embodying a summary of the concessions which (the previous assent of any railway company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways, such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations who shall have a prior right to construct them.

The Government of India will, from time to time, publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this resolution must conform to the following terms and conditions :—

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

(iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.

(iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

APPENDIX 41—*contd.*

(v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.

(vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised, the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms :—

(*a*) It may be stipulated that, after the opening of the railway for traffic, the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent ; or

Under (*a*) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

(*b*) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of $3\frac{1}{2}$ per cent per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed $3\frac{1}{2}$ per cent on the actual expenditure as above, the whole of such earnings will go to the branch company.

Under (*b*) the company will receive a dividend of $3\frac{1}{2}$ per cent provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

In either of the above cases, (*a*) or (*b*), if the capital is raised in sterling the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

(vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from

APPENDIX 41—*contd.*

the provisions of the Railways Acts and the preceding provisions of this resolution, shall be as follows:—

(*a*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.

(*b*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.

(viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred* to the Director of Railway Construction as arbitrator, and his decision shall be final.

(ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.

3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:—

(1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest, at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., chapter 12), or the Indian Railway Companies Act, X of 1895.

(2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.

(3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.

(4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department† of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate, or other information supplied.

(5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration, during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing,

* Such references should now be made to the Railway Board.
† These will now be made by the Railway Board.

APPENDIX 41—*contd.*

including the branch railways, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the branch line railway company as may be incurred with the sanction of the Secretary may be charged—

(*a*) during construction to the capital account of the branch line company;

(*b*) after opening, and until the minimum dividend under paragraph 2 (vi) (*a*) or (*b*) is received by the branch line company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway; and

(*c*) thereafter out of the general receipts of the branch line company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings, not including rebate payments of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) the right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this resolution should be submitted in the form prescribed by Memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

The Governments of Madras, Bombay, Bengal the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the overnor General in Central India, Rajputana and Baluchistan.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Accountant General, Public Works Department.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the Officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

W. S. S. BISSET, *Col.*, *R. E.*,
Secretary to the Government of India.

Documents accompanying.

Enclosure No. 1.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendices A, B and C.

Enclosure No. 2.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.†

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* Such applications should now be addressed to the Railway Board.

† These will now be carried out by the Railway Board.

APPENDIX 41—*contd.*

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.*

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

(*a*) the company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing railway administration under which the proposed line, when constructed, is to be leased out for working by such railway administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.*

6. Upon written application* to the Director of Railway Construction permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways, the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

---

* Such applications should now be addressed to the Railway Board.

APPENDIX 41—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an appendix* (vide *appendix A*) *may be here given, if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an appendix* (vide *appendix B*) *may be here given, if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing railway administration.	*Reference to an appendix* (vide *appendix C*) *may be here given, if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 41—*contd.*

Appendix A.

Alignment of proposed branch railway.

From_____to_____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or provinces.

APPENDIX 41—*contd.*

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...
	Maximum. Pies per maund per mile.	**Minimum. Pies per maund per mile.**
Luggage	...	...
	Maximum. Pies per mile.	**Minimum. Pies per mile.**
Carriages—		
Single carriage	...	...
	Maximum. Pies per truck.	**Minimum. Pies per truck.**
Two or more carriages on one truck	...	...
	Maximum. Pies per mile.	**Minimum. Pies per mile.**
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	**Minimum. Pies per 50 miles or portion thereof.**
Dogs—		
Each	...	...
	First 100 miles. Annas.	**Every additional 100 miles. Annas.**
Parcels—		
Not exceeding 5 seers or 1 cubic foot	...	...
„ „ 10 „ 2 cubic feet	...	
„ „ 20 „ 4 „ „	...	...
„ „ 30 „ 6 „ „	...	...
„ „ 40 „ 8 „ „	...	...
For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet	...	...
	Maximum. Pies per maund per mile.	**Minimum. Pies per maund per mile.**
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Coal, edible grain, and other low-priced staples to be carried at special rates	...	...

APPENDIX 41—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing railway administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the_____Railway Company on the following terms :—

(i)_____

(ii)_____

(iii), etc.,_____

APPENDIX 41—*contd.*

Or

It has been provisionally arranged with the_____Railway Company to work the projected branch railway, when completed, on the following terms :—

(i)_____

(ii)_____

(iii), etc.,_____

APPENDIX 41—*concld.*

Enclosure No. 2 to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM B.

For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department*.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.†

2. All such applications shall specify—

(*a*) the company, persons, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application† to the Director of Railway Construction permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates, at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* These will now be carried out by the Railway Board.

† Such applications should now be addressed to the Railway Board.

MAP
OF
Railway Systems
in
INDIA
Burmah
and
Ceylon
SCALE OF MILES
Gauges Broad 56" Metre 33⅜" Narrow 26" & 20"
Through, Terminal, or Via Junctions ○ where Colours differ.
Transhipping Junctions ○ where Gauges differ.
Numbers between station are the distances in miles.
Railways under construction
River Services see Inset below
Sea Services
Roadways
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KALKA SIMLA Ry.
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BOMBAY
PROVINCES AND RAILWAYS
CALCUTTA
MADRAS
AGRA
BENGAL COAL FIELDS
RIVER SERVICES IN BENGAL
connected with Railways
I.G.R.—India General and River Steam Navigation Co.
C.S.N.—Calcutta Steam Navigation Company.
ANDAMAN ISLANDS
NICOBAR ISLANDS
MALDIVE ISLANDS
BURMA
SIAM
MALAY PENINSULA
SUMATRA

INDIA

SHOWING RAILWAYS

Open and under construction on 31-3-09
and
Lines projected up to 31-12-08

REFERENCES.

JHARIA & KANEEGUNGE COAL FIELDS.

CALCUTTA

BOMBAY.

MADRAS

CAWNPORE Jn

CITY

CANTONMENT

BENGAL

INDIAN OCEAN

ADMINISTRATION REPORT

ON THE

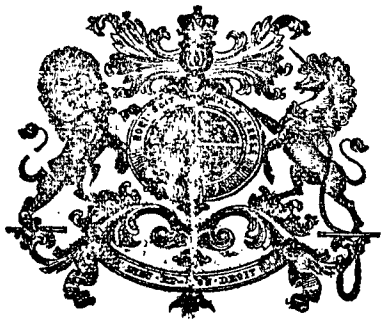
RAILWAYS IN INDIA

FOR THE

Calendar year 1909

BY

THE RAILWAY BOARD.



Dated the 25th May 1910.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

CALENDAR YEAR 1909.

Preliminary.

In the present Report some modification and rearrangement have been made in the appendices. The main feature of the change is the combination of several statements bearing on the same subject. The principal changes introduced are:—

(1) Appendices 1 to 4 relating to mileage have been amalgamated, *vide* Appendix 1.

(2) Appendices 7 and 8 relating to capital outlay, and 9 and 5 (in part) showing the liability of the State on account of railways have been combined into Appendices 2 and 3, respectively. In the former an addition has been made of the sterling equivalent of Indian outlay, and the details of expenditure have been restricted to figures for one year only.

(3) Appendix 6 of the present Report contains most of the information shown in Appendix 12 of the previous Report together with certain additional information necessary to render it complete.

(4) Dates of opening of individual sections of lines have been added in Appendix 38 (now called Appendix 9).

(5) Details of traffic under the heads "coaching," "goods," etc., and details of expenses for five years have been introduced, *vide* Appendices 4 and 5.

(6) Appendices 10 and 11 have been combined and the details have been restricted to figures for five years, *vide* Appendix 7.

The appendices have also been renumbered. Notes have been added at the head of the several appendices to indicate the sources from which the heads included therein have been obtained, or the appendices in the Report for 1908 to which they correspond. In cases where figures for previous periods have been omitted, references have also been quoted to the Reports in which they can be found.

Mileage.

2. During the year 1909, there were 909 miles of line opened to traffic, bringing the total mileage open, after allowing for abandonments and minor corrections of mileage, up to 31,490 miles of the following gauges:— **App. 1.**

16,309	of	5′ 6″	gauge	(standard).
13,323	„	3′ 3⅜″	„	(metre).
1,443	„	2′ 6″	„	} (special).
415	„	2′ 0″	„	
31,490				

There were 1,106 miles of line sanctioned during the year, *viz.* :—

204	of	5′ 6″	gauge	(standard).
398	„	3′ 3⅜″	„	(metre).
493	„	2′ 6″	„	} (special).
11	„	2′ 0″	„	
1,106				

Up to the end of March 1910 the mileages were—

Lines open	31,614
Lines under construction or sanctioned for construction ...	2,898

Capital.

App. 2.

3. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement on all open lines amounted, at the close of the calendar year 1909, to Rs. 42,983·20 lakhs, and that on lines under construction to Rs. 499·40 lakhs. In addition Rs. 79·91 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 43,562·51 lakhs, as detailed in Appendix 2.

4. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,630 lakhs (£10,866,670) has been provided for 1910-1911 divided as under :—

	Rs. Lakhs.
(*a*) For open lines, including Rs. 466 lakhs for rolling-stock ...	1,181·37
(*b*) For lines already under construction—	
(i) begun prior to 1909-1910	289·72
(ii) begun during 1909-1910	73·91
(*c*) For lines to be begun in 1910-1911	85·00
TOTAL ...	1,630·00

Financial results to the State.

5. The financial result to the State during the year 1909 of the working of the State Railways, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, also annuity payments connected with the purchase of railways by the State, was a net gain of Rs. 17·16 lakhs (£114 thousand). This result, however, is arrived at after inclusion in the charges against revenue of a sum of Rs. 126·69 lakhs (£ 845 thousand) representing the portion of annuity payments in redemption of capital. Omitting this item, which is not properly a revenue charge, the true result for the year is a net gain of Rs. 143·85 lakhs (£959 thousand).

The subjoined table compares the financial results of the year 1909 with those of the two preceding years. [It is to be noted that the figures of surplus of net revenue over interest shown therein understate the real surplus derived from the railways open to traffic, as the interest charges include the interest on the capital of lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.]

	1907.			1908.			1909.		
	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	40,68,47,139	...	40,68,47,139	40,01,39,274	...	40,01,39,274	42,19,57,416	...	42,19,57,416
Gross traffic earnings.—Guaranteed railways	...	1,56,96,590	1,56,96,590	...	...	...	...	...	...
Repayment of advances of interest.—Subsidized railways	8,26,866	...	8,26,866	10,40,204	...	10,40,204	8,71,127	...	8,71,127
Total revenue	40,76,74,005	1,56,96,590	42,33,70,595	40,11,79,478	...	40,11,79,478	42,28,28,543	...	42,28,28,543
EXPENDITURE.									
Working expenses.—State railways	20,81,83,678	...	20,81,83,678	24,60,80,063	...	24,60,80,063	24,17,78,734	...	24,17,78,734
Working expenses.—Guaranteed railways	...	1,04,21,894	1,04,21,894	...	11,397	11,397	...	3,746	3,746
Share of surplus profits paid to Companies, etc.	61,08,341	1,29,476	62,37,817	62,27,657	1,83,000	64,10,657	49,69,571	1,82,642	51,52,213
Land and supervision charges.—Guaranteed railways	...	53,588	53,588	...	15,759	15,759	...	*—14,582*	*—14,582*
Land and subsidy charges	3,66,713	...	3,66,713	5,03,865	...	5,03,865	11,20,187	...	11,20,187
Miscellaneous railway expenditure	10,84,307	...	10,84,307	6,13,289	...	6,13,289	4,16,525	...	4,16,525
Total expenditure	21,57,43,039	1,06,04,958	22,63,47,997	25,34,24,874	2,10,156	25,36,35,030	24,82,85,017	1,71,806	24,84,56,823
Net revenue	19,19,30,966	50,91,632	19,70,22,598	14,77,54,604	*—2,10,156*	14,75,44,448	17,45,43,526	*—1,71,806*	17,43,71,720
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State Railways	4,90,13,724	...	4,90,13,724	5,83,93,618	...	5,83,93,618	5,87,68,554	...	5,87,68,554
Interest on debt for purchase of railways	2,56,55,460	...	2,56,55,460	2,60,09,175	...	2,60,09,175	2,64,44,415	...	2,64,44,415
Interest on advances of capital to Companies	81,88,060	...	81,88,060	74,20,921	...	74,20,921	70,51,554	...	70,51,554
Interest on capital raised by Companies	2,17,66,355	...	2,17,66,355	2,36,18,165	...	2,36,18,165	2,75,69,608	...	2,75,69,608
Portion of annuities in purchase of railways representing interest on capital	3,48,14,809	...	3,48,14,809	3,93,86,295	...	3,93,86,295	4,01,52,870	...	4,01,52,870
Interest on capital of Guaranteed Companies	...	87,88,274	87,88,274	...	40,72,710	40,72,710	...	...	...
Total interest	13,94,38,408	87,88,274	14,82,26,682	15,48,29,174	40,72,710	15,89,00,884	15,99,87,001	...	15,99,87,001
Surplus of net revenue over interest	5,24,92,558	*—36,96,642*	4,87,95,916	*—70,73,570*	*—42,82,866*	*—1,13,56,436*	1,45,56,525	*—1,71,806*	1,43,84,719
Portion of annuity payments representing redemption of capital also charged against revenue	1,05,16,710	...	1,05,16,710	1,20,07,500	...	1,20,07,500	1,26,68,910	...	1,26,68,910
Actual net gain +, or loss—	+4,19,75,848	*—36,96,642*	+3,82,79,206	*—1,90,81,070*	*—42,82,866*	*—2,33,63,936*	+18,87,615	*—1,71,806*	+17,15,809

6. As regards the capital liability in connection with railways owned by the State, there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct from the original commuted capital at which the lines were taken over, the amount redeemed by annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1909 on account of all railways classed as State railways, including the Madras railway which was purchased by the State on 1st January 1908, and the Hardwar-Debra railway; the State outlay, as recorded in rupees in the accounts, being converted into sterling at the rate of Rs. 15=£1. The total capital

App. 3.

at charge amounts to £316·39 million (the details by railways being shown in Appendix 3) ; and on this the net revenue of the State railways for 1909, £11·62 million, gives a return of 3·68 per cent. Including, however, the sum of £ 7·93 million on account of capital redeemed by annuities and charged off to revenue in the accounts of successive years, the total capital outlay amounts to £ 324·32 million and the net revenue of £11·62 million in 1909 gives a return on this figure of 3·58 per cent.

Capital liability on account of railways classed as State railways at end of 1909.

1. Share capital of purchased railways being paid off by annuities :—

	£	£
Commuted value of stock purchased	97,829,817	
Deduct—		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3)	12,741,462	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)	1,750,000	
New stock of the Madras and Southern Mahratta Railway Company issued in exchange for portion of annuity (liability included under item 5) ...	1,500,000	
Capital redeemed by annuity payments ...	7,927,662	
	23,919,124	
Net outstanding		73,910,693
2. State outlay		118,418,320
3. Debt incurred for purchase of railways		51,724,533
4. Capital advanced by Government to Companies		14,744,922
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)		57,594,705
TOTAL CAPITAL LIABILITY		316,393,173

Statistical results of working.

App. 7. 7. With a net addition of 914 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1909 amounted in round figures to Rs. 4,706·38 lakhs, compared with Rs. 4,482·69 lakhs in 1908, an increase of Rs. 223·69 lakhs, while the working expenses were less than in 1908 by Rs. 61·77 lakhs. The net earnings amounted to Rs. 2,067·90 lakhs against Rs. 1,782·44 lakhs in 1908, or an increase of Rs. 285·46 lakhs. These net earnings yielded a return on the capital outlay (Rs. 42,983·20 lakhs) on open lines, *i.e.*, mileage earning revenue, of 4·81 per cent., as compared with 4·33 in 1908.

App. 6. Of the increase of Rs. 223·69 lakhs in the gross earnings, the North Western State railway accounted for Rs. 105·16 lakhs or 47·01 per cent., the Great Indian Peninsula railway for Rs. 55·48 lakhs, or 24·80 per cent., the Bombay, Baroda and Central India railway for Rs. 22·03 lakhs, the Bengal-Nagpur railway for Rs. 16·16 lakhs and the Madras and Southern Mahratta railway (5′ 6″ gauge section) for 14·71 lakhs.

The East Indian railway, however, showed a large falling off in the gross earnings, amounting to Rs. 24·55 lakhs.

App. 4. The total number of passengers carried was 329·38 million against 321·17 million, and the earnings therefrom amounted to Rs. 1,565·94 lakhs against Rs. 1,536·87 lakhs. The number of third class passengers carried was more by 6·97 million, and the earnings therefrom by Rs. 32·17 lakhs. There was a decrease of Rs. 5·74 lakhs in the earnings from intermediate class passengers, which occurred chiefly on the Nizam's Guaranteed State and the Great Indian Peninsula railways. The increase of Rs. 29·07 lakhs in the passenger earnings was contributed chiefly by the South Indian (3′ $3\frac{3}{8}$″ gauge) railway (Rs. 7·82 lakhs), the Bengal-Nagpur railway (Rs. 6·81 lakhs), the North Western State railway (Rs. 6·59 lakhs), the Oudh and Rohilkhand State railway (Rs. 5·55 lakhs), and the Madras and Southern Mahratta (5′ 6″ gauge) railway (Rs. 3·51 lakhs), and was due to development of traffic.

App. 7. The average rate charged to passengers of all classes was 2·43 pies per mile, just over $\frac{1}{5}$th of a penny, and the average distance travelled was about 38 miles. There have been no material fluctuations in these figures since 1884.

The aggregate tonnage of goods moved during the year 1909 was 60·90 million tons and the earnings therefrom were Rs. 2,812·47 lakhs, a decrease over the previous year of 1·50 million tons with an increase of Rs. 180·41 lakhs in earnings. Of the increase in the goods receipts the North Western State railway is accountable for Rs. 98·75 lakhs or 54·74 per cent., the Great Indian Peninsula railway for Rs. 52·22 lakhs or 28·95 per cent., and the remainder was contributed principally by the Bombay, Baroda and Central India, the Madras and Southern Mahratta (5′ 6″ gauge) and the Rajputana-Malwa railways. App. 4.

The increase in goods earnings on the North Western State railway was chiefly due to heavy bookings of "Wheat," "Oil-seeds" and "Cotton, raw" for export to Europe, and that on the Great Indian Peninsula railway to larger despatches of "Cotton, raw," and "Oil-seeds" to Europe *viâ* Bombay.

The total weight of the traffic in "Grain and pulse," "Coal," "Cotton, raw and manufactured," "Oil-seeds," "Sugar," "Salt" and "Jute" during the year 1909 amounted to 31·69 million tons and the earnings therefrom to Rs. 1,757·17 lakhs, against 31·48 million tons and Rs. 1,603·50 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1909 to 68·59 per cent. in weight and 67·50 per cent. in earnings of the total traffic carried for the public, against 69·19 per cent. and 66·25 per cent., respectively, in the previous year. App. 10.

There was an increase of 686 thousand tons and Rs. 83·97 lakhs in the grain and pulse traffic, attributable chiefly to larger bookings of wheat to Europe and to greater movements of rice to Calcutta. There were also increases of 593 thousand tons and Rs. 54·65 lakhs under "Oil-seeds" due to heavier exports of linseed, rape and mustard for shipment and of 248 thousand tons and Rs. 52·41 lakhs under "Cotton," due to larger consignments of "Cotton, raw," to Europe and to larger despatches from Bombay and Central Provinces to Calcutta to meet the demands of the mills.

Coal.—During the year 1909 the total output from the collieries in India and Burma amounted, as shown in Appendix 13, to 11·87 million tons, against 12·77 million tons in 1908. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, fell from 2·12 million tons to 1·72 million tons or by 408 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, fell from 1,045·69 thousand tons to 912·15 thousand tons or by 133·54 thousand tons. The imports of coal from the United Kingdom rose from 173·47 thousand tons to 304·80 thousand tons or by 131·33 thousand tons, while those from other countries fell from 211·84 thousand tons to 179·17 thousand tons or by 32·67 thousand tons. App. 13.

Appendix 14 shows the details of working of State collieries worked by either Railway Companies or the State. App. 14.

The total quantity of Indian coal consumed by railways during the year 1909 increased from 3·60 million tons to 3·69 million tons or by 85 thousand tons, and the amount of foreign coal consumed decreased from 79·63 thousand tons to 76·22 thousand tons. App. 12.

The traffic in coal carried by railways decreased from 13·24 million tons in 1908 to 12·16 million tons in 1909, and the earnings therefrom from Rs. 358·65 lakhs to Rs. 330·86 lakhs. The decrease occurred principally on the East Indian railway and was due to general depression in the coal trade. App. 10.

The average rate for all descriptions of goods carried per ton per mile was 5·78 pies as compared with 5·09 pies in 1908, or just under $\frac{1}{2}$ penny, while the average distance over which a ton of goods was carried was 153 miles against 159 miles in the previous year. App. 7.

Appendix 5 shows the details of working expenses of each railway system for the years 1905 to 1909. App. 5.

A statement of railways and tramways projected up to the 31st December 1909 is embodied in Appendix 8. App. 8.

Appendix 9 contains a history of the several railways comprised in each system, and also shows the statistical results of working of individual lines. App. 9.

Analyses of working of the principal railways for the two halves of 1909 will be found in Appendix 11. App. 11.

Important works completed.

8. *Bengal-Nagpur railway system.*—On the main line, the relaying of the section from mile 280 to 286 with 85-lb. rails, and of those from mile 285 to 305 and 319 to 346 with 90-lb. rails; the widening of the Sogra Ghat cutting at mile 283 between Chakardharpore and Jharsuguda and the lowering of the same from 1 in 80 to 1 in 105 grade; the renewal of girders of bridges between Khargpur and Nagpur, *viz.*, 11 spans of 40′, 3 of 80′ and 4 of 100′; the construction of eleven crossing stations between Khargpur and Nagpur; the remodelling of Santragachi station and of Shalimar and Garden Reach yards; the building of the general offices at Garden Reach; the installation of Neale's electric block instruments in almost all the stations between Nagpur and Khargpur and Khargpur and Waltair, and the erection of electric cranes in the railway workshops at Khargpur, and of 19 new engines, 34 coaching vehicles and 531 wagons of the 5′ 6″ gauge and 20 engines, 43 coaches and 164 wagons of 2′ 6″ gauge.

Bombay, Baroda and Central India railway system.—On the 5′ 6″ gauge section, the relaying, with 90-lb. rails, of the remaining 40 out of 80 miles of 60-lb. rails; the conversion of a culvert of 20′ arch to a 30′ girder culvert; the construction of a foot overbridge at Vishvamitri and a new station building at Kandivlee; the provision of watering arrangements at Broach, and the addition of 3 spans of 30′ to the bridge over the Kalana river on the Tapti Valley railway. On the 3′ $3\frac{3}{8}$″ gauge section, the new alignments of the Ahmedabad-Dholka and of the main line into Sabarmati; the renewal of weak girders between Delhi and Rewari, Phulera and Abu Road on the main line and on the Khari bridges Nos. 1 and 2 on the Ahmedabad-Parantij railway; the construction of an overbridge to carry the Rajputana-Malwa railway over the Nagda-Muttra railway near Bharatpur; the remodelling of the Phulera station yard; the provision of station building and signalling arrangements at Rewari; the interlocking of Rewari and Ajmer station yards; and the erection of installations for charging batteries in the Carriage and Wagon shops at Ajmer and at Bandikui, Agra, Rewari, Mehsana and Mhow out-stations.

Eastern Bengal State railway system.—On the 5′ 6″ gauge, the relaying of the up main line on the Eastern section with 90-lb. flat-footed steel rails up to mile 70 and on the Central section up to mile 49; the renewal of girders of the Peali bridge on the Canning branch of one span of 170′ and two bridges of one span of 110′ and one span of 93′ on the Eastern section; the construction of the new double line bridges in place of the single line bridges over the Ichhamati and Coomar rivers; the installation of Neale's block instruments in the stations between Rajbari and Damukdia, as also on the Diamond Harbour and Budge Budge branches.

On the metre gauge, the relaying of 6 miles on the Dacca section with 64-lb. double-headed steel rails; the diversion of the main line near Dacca for a distance of about 2 miles at the expense of the Eastern Bengal and Assam Government; the extension for a length of $6\frac{1}{4}$ miles of the Ghat line to Katakos, about 4 miles below Manihari Ghat station; and the fitting of stations between Saidpur and Siliguri on the Northern section with Neale's block instruments.

East Indian railway system.—The substitution of new girders for old ones on the bridges on the chord line, *viz.*, Jynthee, 24 spans of 40′, Puthroo, 8 spans of 80′ and 16 spans of 40′, and Adjai, 40 spans of 40′; the resignalling and interlocking at stations between Sitarampur and Moghal Sarai, *viâ* Kiul junction; and the doubling of the line between Karchana and Chheoki, 5·20 miles, between Chunar and Pahara, 9·82 miles, and between Allahabad and Subadargunge, 2·34 miles.

Great Indian Peninsula railway system.—The reconstruction of the Ajanta bridge; the relaying of 82-lb. rails between Thana and Kalyan; the construction of the new block signalling stations and catch-siding between Kasara and Igatpuri and of the block station and the lie-by siding between Kalyan and Titvala; and additions and alterations to Wadi Joint station.

Madras and Southern Mahratta railway system.—On the 5′ 6″ gauge section, the relaying with 80-lb. bull-headed steel rails, of 65 miles of the North-West line, of 25 miles of the North-East line with cast-iron pots in place of wooden sleepers; the substitution of 60 miles of wire fencing for aloe fencing on the South-West and North-West lines; additions and alterations to the Locomotive yard and

the provision of quarters for Locomotive staff at Rajahmundry; and the construction of the machine shop and power-house for the Engineering workshop at Arkonam.

On the 3′ 3⅜″ gauge section, the relaying with 60-lb. rails of the main line from mile 4⅓ to mile 25 south of Hubli.

Nizam's Guaranteed State railways system.—The replacement of all steel sleepers with timber sleepers on the Bezwada extension, and the reconstruction of the bridge at Mutwara (mile 207), which was damaged by the floods of 1908.

North Western State railway system.—The doubling of the line between Lodhran and Samasata, 13·77 miles, and the remodelling of the station yards at Samasata and Malakwal stations.

Oudh and Rohilkhand State railway system.—The construction of an assisted siding from Moradabad station to the spinning and weaving mills at Moradabad, which was undertaken on behalf of the Mill Company; the doubling of the line between Lucknow and Kakori, 8·33 miles; the relaying of about 76 miles of the main line with 90-lb. section flat-footed steel rails on wooden sleepers and of 20 miles of the Aligarh branch with 75-lb. rails; and the remodelling of station yards at Lucknow, Alamnagar, Kakori, Barabanki and Shahjahanpur and of the goods yard at the north of the Lucknow station.

South Indian railway system.—On the 3′ 3⅜″ gauge section, the relaying of 3·71 miles on the Tanjore District Board railway between miles 177 and 181 with new 41¼-lb. steel rails and angle steel fish plates, and of 5·18 miles on the main line with 50-lb. bull-headed steel rails, thereby completing the relaying, to end of 1909, to a length of 25·92 miles from Madras; the reconstruction of Puraparamba bridge at mile 395, which was seriously damaged by floods in 1907, with stronger steel girders; the remodelling of the station yard at Kumbakonam; the construct on of staff quarters at Podanur; and the trapping of sidings at Mallapuram (5′ 6″ gauge) and at 24 stations (3′ 3⅜″ gauge) on the Tanjore and Trichinopoly Districts and providing, in the case of metre gauge stations, means for working all signals from a lever frame on the platform and detecting the setting of facing points.

Assam-Bengal railway.—The installation of Grinnel's sprinklers in the roofs of all finished transit and storage sheds at the Chittagong jetties.

Bengal and North-Western railway system.—The construction of the bridges over the Bagmatti and Korai rivers (3 spans of 100′ and 2 spans of 40′), and of two fair-weather pile bridges over the Bagmatti river for the running of through trains.

Burma railways system.—The relaying of over 14 miles of 50-lb. track between Rangoon and Insein with 60-lb. rails and of 5¼ miles of 41¼-lb. track on the Prome section with 50-lb. rails; the building of the large and important goods and locomotive yards at Malagon; the provision of additional machinery for the Insein workshops; and the conversion of 334 covered goods into 270 ballast, 38 fuel and 26 coolie wagons.

Jodhpur-Bikaner railway.—The relaying of the main line between Jodhpur and Merta Road, 64 miles, of another length, about 122 miles, between Bikaner and Hanumangarh, and of about 19 miles of the Jodhpur-Hyderabad railway (British section) with 50-lb. flat-footed steel rails.

Railway surveys.

9. The following surveys were completed during 1909:—

By the *Bengal-Nagpur railway*, the survey, on the 5′ 6″ gauge, of 42 miles of the Bokharo-Ramgarh project from Mohuda to the left bank of the Chootya Nala.

By the *Bombay, Baroda and Central India railway*, (1) from Nadiád *viá* Malpur to Meghraj, 76·06 miles, (2) from Malpur to Godhra, 46·78 miles, (3) from Bilimora to Sara, 32·01 miles, with an alternative line of 33·73 miles, and (4) from Sara to Kalamba, 2·81 miles, all on the 2′ 6″ gauge.

By the *Eastern Bengal State railway*, (1) the reconnaissance survey from Shamganj to Darangiri coal-field in the Garo Hills, 54 miles, and (2) the detailed survey from Singhjani to a point on the Bramhaputra river opposite Fulchhari, about 25 miles, both on the 3′ 3⅜″ gauge.

By the *East Indian railway*, from Jind, on the Southern Punjab railway, to Panipat, on the Delhi-Umballa-Kalka railway, 43·61 miles, on the 5′ 6″ gauge.

By the *Madras and Southern Mahratta railway*, (1) from Nandyal to Yerragudipadu, 76 miles, and (2) from Nandyal *viâ* Velgode to Atmakur, 30 miles, both on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Nizam's Guaranteed State railways*, from Wadi to Gadag, 174·08 miles, on the 5′ 6″ gauge.

By the *North Western State railway*, from Bannu to Kalabagh, including branches from Bannu to Dera Ismail Khan and Kohat, 222·72 miles, on the 2′ 6″ gauge.

By the *Oudh and Rohilkhand State railway*, (1) from Dhakia to Sambhal, 14·64 miles, (2) from Tilhar (near Shahjahanpur) to Babrala, on the Aligarh branch, 93·54 miles, (3) from Rajghat to Hapur, 53·55 miles, and (4) from Jahangirabad, a station on (3), to Bulandshahr, 16·07 miles, all on the 5′ 6″ gauge.

By the *South Indian railway*, (1) from Trichinopoly to Ramnad, with a branch from Devakota to Arantangi, 132 miles, (2) from Virudupatti to Ramnad, 66 miles, (3) from Chinnasalem *viâ* Kallakurichi to Ullundurpett, 33 miles, and (4) from Ramnad to Keelakarai, 13 miles, all on the 3′ 3$\frac{3}{8}$″ gauge. Numbers 3 and 4 were undertaken on behalf of the District Boards of Cuddalore and Madura, respectively.

By the *Assam-Bengal railway*, from Bhairab Bazar to Tangi, 38 miles, on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Bengal and North-Western railway*, from Thawe *viâ* Padrauna to Captainganj, 59·75 miles, on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Bhavnagar-Gondal-Junagad-Porbandar railway*, (1) from Sihor to Palitana, 17·76 miles, (2) from Shapur to Kutiyana, 29·71 miles, (3) from Dhasa to Kundla, 35·41 miles, and (4) from Ranawao to Kutiyana, in two alignments varying from 12·50 to 12·80 miles, all on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Burma railways*, on the 3′ 3$\frac{3}{8}$″ gauge, (1) from Nyaunglebin to Madouk, 9·90 miles, (2) from Nyaunglebin to Padu, 13·45 miles, (3) from Myogwin to Zayathla, 27·07 miles, and (4) from Kyangin to Petye, 8·07 miles.

By the *Rohilkund and Kumaon railway*, from Dudhwa to Garwarighat, 17 miles, on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Shahdara (Delhi)-Saharanpur Light railway*, from Delhi-Shahdara to the Jumna bridge, 2·50 miles, on the 2′ 6″ gauge.

By the *Darjeeling-Himalayan railway*, (1) from Siliguri to the Teesta bridge, 29·50 miles, (2) from Siliguri *viâ* Naxalbari to Kissengunge, 69 miles, and (3) from Darjeeling to Lebong, 5 miles, all on the 2′ 0″ gauge.

10. The following surveys were in progress :—

By the *Bengal-Nagpur railway*, from Ranchi to Palkot, 88 miles, on the 2′ 6″ gauge.

By the *Eastern Bengal State railway*, the detailed survey, either on the 3′ 3$\frac{3}{8}$″ or 2′ 6″ gauge, from Rangiya on the Gauhati extension to Tangla, about 24 miles.

By the *Madras and Southern Mahratta railway*, (1) from Rajahmundry to Sironcha, about 200 miles, on the 5′ 6″ gauge, and (2) from Mysore *viâ* Hassan to Arsikere, 73·50 miles, on the 3′ 3$\frac{3}{8}$″ gauge.

By the *North Western State railway*, from Sialkot to Amritsar, about 100 miles, both on the 5′ 6″ and 2′ 6″ gauges.

By the *South Indian railway*, (1) from Erode to Nanjangud, with a branch from Satyamangalam to Mettupalaiyam, 150 miles, on the 3′ 3$\frac{3}{8}$″ gauge, (2) from Karaikudi to Arantangi, 18 miles, on the 3′ 3$\frac{3}{8}$″ gauge, and (3), on behalf of the District Board of Salem, from Suramangalam to Salem, 4 miles, on the 5′ 6″ gauge, and from Salem to Attur, 33 miles, on the 3′ 3$\frac{3}{8}$″ gauge.

By the *Bengal Dooars railway*, (1) from Bagrakote to Sivok, 5·68 miles, on the 3′ 3$\frac{3}{8}$″ gauge, and (2) from Sivok to Teesta bridge, 17 miles, on the 2′ 6″ gauge.

Rolling-stock and safety appliances.

11. For the year 1909-1910, a provision of Rs. 650 lakhs was made for additional rolling-stock for open lines of railway. This provision is Rs. 102$\frac{1}{4}$ lakhs in excess of that made for the same purpose for the previous year 1908-1909.

App. 15 and 16. The additions made during the year 1909 to the rolling-stock of the railways consisted of 337 engines, 969 coaching vehicles and 9,157 goods vehicles, the number under supply being 231 engines, 1,705 coaching vehicles and 8,195 goods vehicles.

Subsequent to the 31st December 1909 the provision of 19 additional engines, 243 coaches and 737 wagons has been authorized.

12. The tendency continually to increase the dimensions of rolling-stock, specially the length of coaching vehicles, and the fact that the safety of the public was likely to be endangered by insufficient allowances on account of curvature of tracks, lurching of vehicles and other existing physical conditions (such as distance apart of tracks, width of tunnels, etc.), made it imperative to ascertain, by practical experiments, what are the maximum dimensions which allow of a safe and sufficient working clearance between fixed structures and passing vehicles, so as to ensure interchangeability of stock between all railways of the same gauge. Extensive experiments were, therefore, carried out with long bogie vehicles over the principal 5′ 6″ gauge railways in India, and a series of results obtained which enabled the Railway Board to lay down, early in the year 1909, certain fixed maximum dimensions for long bogie stock of the 5′ 6″ gauge. Experiments of a similar nature for metre gauge vehicles are also being gradually carried out.

13. Owing to the frequency of outrages and thefts in running trains, the question of the measures to be adopted for the protection of passengers was referred for consideration to the Indian Railway Conference Association, who recommended the adoption of the following measures, with special reference to mail trains :—

(i) provision of means of communication between passengers, guards and drivers in coaching stock at the earliest possible date ;

(ii) removal of continuous foot-boards and horizontal handrails from 1st and 2nd class stock, and the horizontal handrails from all other classes ;

(iii) provision of bars to lavatory windows designed to prevent ingress ;

(iv) the fitting to windows of 1st and 2nd class carriages of metallic shutters on the " Lazy Tongs " principle or some other efficient arrangement to prevent ingress through them ;

(v) the provision to all 1st and 2nd class carriages of door-bolts capable of being operated by passengers and of being unlocked by a special key in possession of the train staff ;

(vi) permission to ladies travelling alone at night to take into their compartment one servant holding a lower class ticket ;

(vii) during night running a train servant, charged with the special duty of attending to the wants of passengers, to accompany the train.

The Railway Board directed the Administrations of State-worked railways to carry out the measures recommended by the Conference at as early a date as possible. The Company-worked railways were also moved to provide the means of communication between passngerss and train servants, and both State and Companies' lines were instructed to deal with all passenger trains in the same way as mail trains, and to fit vacuum brakes to all coaching stock as soon as possible. The other measures recommended by the Conference Association, *viz.*, (ii) to (vii). were brought to the notice of the Administrations of Company-worked lines, who are now all acting on them.

14. Five hundred and fourteen engines, 1,304 coaches and 12,985 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 4,846 engines, 15,331 coaches and 38,723 wagons, as against 2,178 engines, 4,276 coaches and 105,337 wagons not fitted. App. 17.

15. One thousand two hundred and fifty-eight vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 15,237 as compared with 5,071 not fitted. The number fitted for gas was 778 and for electricity 480. App. 18.

16. The fitting of passenger communication to vacuum-braked stock is being rapidly pushed on and the work has been completed on several of the railways. Appendices 19 and 20 show the number and class of trains and carriages on certain railways which are so fitted. App. 19 and 20.

Interlocking and block working.

17. One hundred and ninety stations were fitted during the year with apparatus for interlocking points and signals, and 191 stations with automatic instruments for signalling trains between stations. App. 21.

Rates and fares.

Coaching.

18. With effect from the 1st December 1909, the 1st, 2nd and intermediate class passenger fares over the *North Western State railway system* (excepting the Mushkaf-Bolan and Sind-Pishin lines beyond Sibi) were raised to the level of those obtaining on the East Indian railway. From the same date and on the same section of line ordinary return journey and six-monthly tickets were also introduced at the rates in force on the East Indian railway.

Goods.

19. Owing to the disappearance of famine conditions the low grain rates quoted for Burma rice to stations on the *East Indian, Oudh and Rohilkhand State* and *Bengal and North-Western railways* were cancelled and the old rates in force previous to the famine were reverted to.

To meet the wishes of the Agricultural Department and to demonstrate the use of reapers and ploughs at agricultural shows held at various places in the Punjab in connection with cattle fairs, reduced rates at owner's risk were introduced on the *North Western State railway* for agricultural implements, when booked from Lyallpur to stations at which cattle fairs are held.

Rebate on Afghan trade.—In July 1908, sanction was accorded to the extension of the rebate of two-thirds the freight over the *North Western State railway* which was previously granted on all goods traffic coming from or going to Persia by the Quetta-Nushki-Seistan route, to such traffic when it was booked and despatched by passenger train, and to both these concessions being extended to Afghan trade which passes through Nushki and does not break bulk at that station. A similar concession, but limited to one-third rebate, was sanctioned on the *Oudh and Rohilkhand State railway.* Both these concessions were in force up to 31st March 1909, and in February 1909 their continuance for a further period of three years was sanctioned.

Accidents.

20. The following is a statement of accidents of all descriptions to persons which have occurred during the last five years :— App. 22.

Year.	Passengers.						Servants.						Other persons.												Total all classes.	
	By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1905 .	3	140	115	356	118	496	15	115	308	462	323	577	5	15	25	4	661	173	134	5	39	23	864	220	1,305	1,293
1906 .	9	194	155	368	164	562	39	148	341	451	380	599	11	22	41	6	823	259	154	9	41	37	1,070	333	1,614	1,494
1907 .	45	150	150	459	195	609	40	120	405	546	445	666	16	41	35	3	919	303	189	7	35	26	1,194	390	1,884	1,665
1908 .	121	284	156	470	277	754	43	175	411	550	454	725	10	29	31	2	1,102	307	230	5	33	30	1,406	373	2,137	1,852
1909 .	29	127	161	487	190	614	31	131	334	531	365	662	19	29	33	12	1,116	269	187	12	21	25	1,376	347	1,931	1,623

The number of passengers killed from causes beyond their own control was 0·09 per million of passengers travelling : and this gives an average of 1 in 426·36 millions of miles travelled.

21. The following are particulars of the more serious train accidents :—

No. 2 up mail train collided with No. 156 up local train between Parel running shed and Mahalakshmi station, *Bombay, Baroda and Central India railway*, on the 18th March 1909, owing to the cabinman at Parel running shed having lowered signals for the mail before receiving information of the arrival of the local train at Mahalakshmi. Eight passengers and five railway servants were injured.

The engine with tender attached to a ballast train, while proceeding from Veldurti station to Bhogavolu station, *Madras and Southern Mahratta railway* (*3′ 3⅜″ gauge*), on the 19th March 1909, left the track at mile 10—4 and capsized down the bank slope, owing to the driver having exceeded the speed limit. Six contractor's coolies were killed and ten injured.

No. 239 up passenger train was derailed at the entrance to the newly opened diversion at mile 140—19 between Zeyawadi and Nyaungchidauk stations, *Burma railways*, on the 24th March 1909, owing to the light indicating the position of the diversion having gone out through the negligence of the attendant, and to the speed of the train being consequently excessive on entering the diversion. A few minutes after the occurrence of the accident fire was noticed in one of the bogie third class carriages and this immediately extended and the whole train was burnt except the two rear vehicles. Seven passengers and two railway servants were killed and twelve passengers and two railway servants were injured.

No. 186 down goods train conveying *mela* passengers was derailed at Bidyanagar station, *Bengal and North-Western railway*, on the 29th March 1909, and two of its wagons were capsized owing to the points having been reversed while the train was passing over them. Two passengers were killed and five slightly injured.

Two ballast trains collided between Raja Bhat Khawa and Buxa Road stations, *Eastern Bengal State railway* (*2′ 6″ gauge*), on the 30th March 1909, owing to disregard of rules for train working while telegraphic communication was interrupted. Five coolies were killed and five injured. The rolling-stock was badly damaged

A collision occurred between some run-away wagons and No. 39 up express train between Rikhikesh Road and Doiwala stations, *Oudh and Rohilkhand State railway*, on the 23rd May 1909. Four passengers and two railway servants were killed and thirteen passengers injured. The rolling-stock was considerably damaged.

No. 148 down mixed train was wrecked at mile 95—15, between Mayangon and Kyaikto stations, *Burma railways*, on the 26th May 1909, owing to two pairs of fish plates having been removed from the track maliciously. One passenger was killed and one passenger and one railway servant were injured. The permanent-way and rolling-stock were considerably damaged.

No. 12 down passenger train collided with a down light engine at Twining-ganj station, *East Indian railway*, on the 9th June 1909, owing to the assistant station master on duty having given the line clear for the down passenger train while the line was blocked by the light engine. One railway servant was killed and four passengers and seven railway servants were injured. The rolling-stock was considerably damaged.

No. 12 down mail train was derailed at the north facing points at Comilla station, *Assam-Bengal railway*, on the 10th June 1909, owing to the points having been split by the departure of an up mail train. One railway servant was killed and another injured and the rolling-stock was considerably damaged.

No. 64 down goods train was derailed at the bridge at mile 119—5 near Sainthia station, *East Indian railway*, on the 14th June 1909, owing to a rail from the end of the bridge having been removed in the course of repairs to the permanent-way by the engineering department without the exhibition of proper signals, and to the station staff at Sainthia having failed to advise the station in the rear of the work having been taken in hand. Three railway servants were injured and the rolling-stock was considerably damaged.

No. 2 up Calcutta-Madras mail train, while proceeding from Minjur to Ennur, *Madras and Southern Mahratta railway* (*5′ 6″ gauge*), on the 19th June 1909,

was derailed at mile 13—4 owing to kinks in the line. Fifteen passengers were killed and fifteen injured. The rolling-stock and permanent-way were considerably damaged.

While some loaded wagons were being shunted in the goods yard at Dhamangaon station, *Great Indian Peninsula railway*, on the 25th November 1909, they ran out of the station in the direction of Talni and collided with an up goods train, which was derailed. One railway servant was killed and two injured. The rolling-stock and permanent-way were considerably damaged.

No. 41 up mixed train collided with an engine shunting a rake of goods vehicles at Villupuram station, *South Indian railway*, on the 4th December 1909, owing to the driver of the mixed train entering the station against signals. Seven passengers were injured.

Damages by floods and rainfall.

22. Owing to heavy rain in July 1909, the East Coast section of the *Bengal-Nagpur railway* was badly breached between miles 296 to 298, necessitating the transhipment of traffic for four days. The same section was again breached in several places and through traffic was interrupted for about 36 hours by a cyclonic storm in October.

On the *Bombay, Baroda and Central India railway*, the heavy rains and excessive floods in the Sabarmati river in August 1909 breached the *Ahmedabad-Dholka line* badly in several places involving interruption to traffic for 10 days.

The damages done to the *Eastern Bengal State railway system* were considerable. Owing to heavy rain in June, the line between Sorbhog and Sorupeta on the Gauhati extension was breached and that between Forbesganj and Nepal frontier subsided, causing suspension of traffic for some days. The Ghat line between Jagannathganj and Jagannathganj Ghat on the *Mymensingh-Jagannathganj railway*, was breached by the sudden erosion of the railway bank by the river Brahmaputra and about 2,000 feet of 50-lb. track was lost. On the 29th August 1909, a 10′ girder bridge was washed out at mile 130 between Jiaganj and Bhagwangola on the Murshidabad branch, and transhipment of passengers was effected by a temporary bridge erected across the breach. On the night of the 17th October 1909 and the morning of the following day, considerable damage was done to railway property by a violent cyclonic storm and the traffic working was disorganised.

Exceptionally heavy rain in September and October 1909 caused considerable damage to the embankments of the Barharwa-Dhulian section (17 miles) of the Barharwa-Azimganj-Katwa branch of the *East Indian railway* and the line was breached in several places. The opening of the line, which was expected in January 1910, will consequently be delayed for another six months.

The Khojeepura-Sheopur Kalan section of the Sabalgarh-Sheopur extension of the *Gwalior Light railways* was breached in several places, owing to heavy rain in July 1909 and traffic was closed from 2nd July to 21st December 1909.

The line at mile 109-A, between Nellore and Padugupadu, on the *Madras and Southern Mahratta railway*, was seriously damaged by rain on the 5th September 1909 and through traffic was restored on the 20th September.

On the *Rayadrug* branch, heavy rains in August 1909 flooded the causeways at miles 13 and 14 and washed away those at miles 18, 19 and 22 causing interruption to traffic. In September 1909, owing to the same cause, the line was unsafe for the passage of trains on two occasions and traffic was interrupted for 4 and 2 days respectively.

Owing to heavy rain in June, the embankments at mile 42 and between miles 45 and 47 on the Hyderabad-Godavari Valley section of the *Nizam's Guaranteed State railways* were breached in several places, necessitating transhipment of passengers.

Many serious breaches occurred on the *North Western State railway*, especially on the Quetta, Sind Sagar and Colony Districts, owing to heavy rain in the months of April and June to September 1909. Prompt measures were taken by the railway administration to effect the necessary repairs, but the damages were so severe in some places that it was more than a week before through communication was restored. In July 1909 the main line between Rohri and Mando Dairo was seriously threatened by the Indus which was eroding its bank at the rate of 30′ to 40′ a day. Steps were taken to protect the railway by a 2′ stone pitching on the slope

and an apron 40' wide and 4' thick. As a further precaution, a high level diversion was also provided in order to maintain through communication in the event of a breach in the railway bank. The protective works, however, successfully withstood the attack of the river which gradually receded.

The *South Indian railway*, between Rameswaram and Dhanushkodi, was breached in several places by the sea in May 1909 and traffic was stopped for three days. On the *Nilgiri railway* the line between Fernhill and Ootacamund sank, due to heavy rain in January 1909, causing partial interruption to traffic for nine days. The line between Peria Kandili and Bargur on the *Tirupattur-Krishnagiri railway* was washed away in several places by abnormally heavy rain on the 20th August causing suspension of traffic for two days.

In August 1909, owing to heavy rain and high flood in the river Gogra at the Elgin bridge, the water on the north of the Company's section of the *Bengal and North-Western railway* for some miles in the vicinity of Jarwal Road station rose to only one foot below the top of the railway bank. A bridge was partially damaged by the flood and the traffic was interrupted for seven days.

On the 8th August 1909, the pier of a bridge of three spans of 40' on the Pegu-Moulmein extension of the *Burma railways* was washed away with 20' of bank, necessitating the construction of a new bridge (2 spans of 60'). On the same date, a pier of a bridge of 5 spans of 60' was also undermined and tilted to the north.

Owing to heavy rain in August 1909, the embankment of the Tarakeshwar-Magra Light railway was breached in several places and traffic was interrupted for about three days.

Railway staff.

23. The total number in railway employ at the close of the year was 515,703, of which 7,283 were Europeans, 9,698 Eurasians and 498,722 Natives. Of the Europeans and Eurasians 13,924 were enrolled as volunteers. **App. 23 and 24.**

24. The use of railway schools continued to be appreciated, and at the close of 1909 there were 7,922 children and 8,912 apprentices and workmen attending schools. **App. 27.**

Administrative matters.

25. *Control over Revenue Expenditure.*—With a view to a more effective control over revenue expenditure of railways, the Railway Board issued orders in June 1909, requiring the careful monthly examination by Railway Administrations of the progress of expenditure as compared with the budget grant and the submission to the Board of a monthly return showing the results of this comparison.

Establishment Rolls and Working Estimates.—For the same purpose as stated in the previous paragraph, orders were issued by the Railway Board requiring the Establishment Rolls and Working Estimates to be prepared for the official year. The form of the rolls requires expenditure on special works and renewals to be shown separately from ordinary recurring charges so that a proper control may be exercised from year to year over each class of expenditure.

More accurate forecasting and better control of expenditure in England.—This subject has been under correspondence between the Secretary of State and the Government of India, as a result of which the Home Treasury Estimates are now prepared on the basis of the amounts appearing in the Railway Construction Programme submitted annually to the Secretary of State. The main features of the new system are (1) that separate grants for Indian and English outlay are now allotted to all railways, the power to re-appropriate between these grants being entirely in the hands of the Railway Board and the Secretary of State, and (2) that indents on England for stores to be supplied in a coming year are to be restricted within a prescribed limit and covered by a specific allotment of funds.

Improvement in the position of Audit.—With a view to checking irregular expenditure, Examiners of Accounts of open lines of State railways have been empowered to withhold payment of bills and to refuse the admission into the accounts of debit schedules for stores, etc., that are not covered by adequate sanction to estimates and an allotment of funds.

Important contracts entered into and modifications of existing contracts.

26. A contract, dated the 5th February 1909, was entered into between the Secretary of State for India and the Great Indian Peninsula Railway Company for working the Agra-Delhi Chord railway.

A contract, dated the 2nd March 1909, was entered into between the Secretary of State for India and the South Indian Railway Company providing for the relinquishment by the Company of the section of the line north of Katpadi and the transfer to the Company of the Jalarpet-Mangalore section of the Madras railway system. The contract also provides for the working by the Company of the Shoranur-Cochin railway, which is the property of the Cochin State, upon terms to be agreed upon between the Company and His Highness the Raja of Cochin, and approved by the Secretary of State.

A contract, dated the 19th March 1909, and having effect from the date of the opening of the line throughout for public traffic, was entered into between the Secretary of State for India and the Great Indian Peninsula Railway Company for the working of the Baran-Kotah railway. The contract is terminable on 30th June or 31st December of any year, by either side giving to the other not less than 12 calendar months' notice in writing.

A contract, dated the 24th March 1909, was entered into between the Secretary of State for India and the Rohilkund and Kumaon Railway Company relating to the construction and working of the Pilibhit-Barmdeo and Pilibhit-Shahjahanpur railways and extensions of the Dudhwa branch with a permanent bridge over the Sardah river.

A supplementary contract, dated the 31st March 1909, was entered into between the Secretary of State for India and the Barsi Light Railway Company, Limited, in respect of the British section of the extension of the Company's line from Tadwale to Latur.

An agreement, dated the 6th April 1909, having effect from the 1st January 1901, was entered into between the Secretary of State for India and the Nizam's Guaranteed State Railways Company for the working of the Bezwada Extension railway. The agreement is terminable on the 1st January or the 1st July of any year on six months' previous notice in writing being given by either party to the agreement to the other.

A contract, dated the 7th May 1909, was entered into between the Secretary of State for India and the Amritsar-Patti Railway Company for the construction and working of the extension of their line from Patti to Kasur.

A contract, dated the 9th June 1909, was entered into between the Secretary of State for India and the Burma Railways Company embodying the conditions on which the Company was authorized to increase its share capital.

An indenture, dated the 24th June 1909, was entered into between the Secretary of State for India and the Southern Punjab Railway Company for the construction and working of the Sutlej Valley railway.

An indenture, dated the 1st July 1909, was entered into between the Secretary of State for India and the East Indian Railway Company for the working of the Kaithal-Thanesar branch railway.

An indenture, dated the 9th July 1909, was entered into between the Secretary of State for India and the Bengal and North-Western Railway Company for the construction and working of the Burhwal-Sitapur chord railway.

An agreement, having effect from 1st January 1908, was concluded in July 1909 between His Highness the Raja of Cochin and the South Indian Railway Company for the working of the Shoranur-Cochin railway.

An agreement, dated the 5th October 1909, was entered into between the Assam-Bengal Railway Company and the British India Steam Navigation Company, Limited, for the through booking of goods from Europe to stations on the Assam-Bengal railway.

On the 26th October 1909, the Secretary of State for India entered into a contract with the South Indian Railway Company for the construction and working of the Hosur extension of the Morappur-Dharmapuri (2′ 6″ gauge) railway.

An indenture, dated the 3rd November 1909, was entered into between the Secretary of State for India and the Delhi-Umballa-Kalka Railway Company for the construction of the Kaithal-Thanesar branch railway.

Miscellaneous.

27. *Payment of an annual subsidy to the Tezpore-Balipara railway by the Tezpore Local Board.*—Sanction was accorded in February 1909 to the continuance of the payment of a subsidy of Rs. 5,000 per annum to the Tezpore-Balipara railway by the Tezpore Local Board for a further period of five years from 1st April 1909. The subvention was vital to the railway, the earnings of which had suffered severely owing to the closure of the Borjuli siding by the owners.

Adoption of revised risk note forms D. and G. on railways.—Risk note forms D. and G.—the former intended for dangerous explosive or combustible articles despatched at a "special reduced" or "owner's risk" rate, and the latter as an alternative to form D., in which a sender elects to enter into a general agreement, in place of executing a separate risk note for each consignment—were revised and sanctioned for adoption on railways, in March 1909, so as to throw a greater measure of responsibility upon railways in regard to the loss of complete packages.

Strikes of railway employés.—A strike of goods drivers commenced on 23rd May 1909 at Arkonam station on the Madras and Southern Mahratta railway, which rapidly developed into a general strike of all drivers on the 5′ 6″ gauge section of the line. The train service was disorganised for a few days, but the administration, by engaging new hands and transferring men from the metre gauge section, succeeded in restoring complete regularity in both passenger and goods services by June 12th.

The strike finally collapsed on July 2nd after a public meeting in Madras had adversely criticised the methods of the strikers. The men formulated no grievances until after the commencement of the strike; claims for better pay and allowances and leave rules being definitely put forward only on May 27th at a meeting with the Agent.

Dispute between the Port Trust and the Great Indian Peninsula railway and Bombay, Baroda and Central India railway regarding terminal arrangements for working goods traffic at Bombay.—The Port Trust having introduced a large reclamation and warehouse building scheme, the two railways terminating in Bombay feared that their interests in the goods traffic at the Port were likely to be jeopardised. The Great Indian Peninsula railway were specially anxious about the possible diversion of goods traffic from their Wadi Bandar station and claimed that the Port Trust should not be allowed to undertake any railway business at Bombay.

As the outcome of discussions at Bombay, which took place from 1st to 12th February 1909, between His Excellency the Governor of Bombay, the Honourable Member for Commerce and Industry, the President of the Railway Board, the Managing Director of the Great Indian Peninsula Railway Company and the Chairman of the Port Trust, proposals were formulated reconciling the various issues.

General classification of goods.—The Indian Railway Conference Association at their meeting in October 1908 approved of a draft revised general classification of goods, and directed that it should be circulated to all railways for remarks. The replies of railways to this reference having been received, they were dealt with by a committee in April 1909. The details of the tariff were further revised and considered at the conference meeting of September and October 1909, when it was decided that the general classification, and general rules framed in this connection, should be adopted from 1st April 1910.

The formal application of railways to adopt the new "general classification of goods" in through and local booking, in substitution of the existing sanctioned classification, is now under consideration.

Amendment of the Indian Tramways Act, XI of 1886.—The question of amending the Act to make it applicable to mono-rail concerns and to electric tramways has been under the consideration of the Government of India and proposals have, since the close of the year, been approved by the Secretary of State.

Revision of the branch line terms Resolution No. 514 R. C. of 1896.—For some time past the Government of India have had under consideration the question of the revision of the terms set forth in the above Resolution so as to offer Government assistance on a more liberal scale to private companies formed to provide capital for feeder lines of railway. The subject is still under correspondence with the Secretary of State for India.

Nomenclature and classification of State railway stores.—The Board have taken up the revision of this publication to bring it up to date and to make it suitable for use by other Government Departments using stores. As the final issue will take some time to accomplish, the Board in the beginning of the year 1909 published a provisional issue to meet urgent demands for this publication.

Railway Finance Committee's Report of 1908.—The various recommendations made by the Railway Finance Committee of 1908 have received the consideration of the Government of India, whose views on them have been communicated to the Secretary of State for India.

Verification of character of applicants for services on railways in the inferior grades.—Railway administrations were reminded that, owing to the absence on some lines of the practice of enquiring through the police into the antecedents and character of applicants for service in the inferior grades, a number of professional criminals and other undesirables found employment on railways and were to a large extent responsible for the petty crimes committed. The practice existing on the North Western State railway, for many years, of obtaining verification of the character of applicants for service through the police was, therefore, recommended for adoption, and Railway administrations were also asked to consider the advisability of having the work of conveyance of passengers' luggage at stations done by paid employés of the railway selected with the advice and assistance of the police. These measures have been adopted by some of the railways, and, where they have not, measures equally efficient have been taken.

Closing of the Rajmehal ferry service.—On the completion of the Eastern Bengal State railway extension from Ranaghat to Lalgola Ghat, the East Indian railway had to concede to the former railway the traffic originating at the out-agencies on the north bank of the river Ganges and abandoned the ferry service. The service is now worked by the Eastern Bengal State railway between Kansat and Lalgola Ghat.

Mr. Trott's Map of railway systems.—This additional map is only included in copies of the Report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, Bilaspur, C.P., who holds the copyright.

APPENDICES.

APPENDIX

Details of mileage open and

[Combination of Appendices 1, 2 and 3 (in part), Appendix 4 and columns

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1909. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1909. Date of opening.	Section opened. From	To	Mileage opened.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	5′ 6″ gauge.									**STATE LINES WORKED**			
1	Eastern Bengal	E. B. S.	2-1-62	392·37	114·86	507·23	245·84	874·19	E. B. S. Ry.	...	...	...	...
2	North Western	N. W.	13-5-61	3,135·14	426·85	3,561·99 (a)	978·12	4,965·62	N. W. Ry.	1-4-09	Lodhran	Khanewal	56·59
										16-11-09	Chichoki C	Jaranwala	48·00
													104·59
3	Oudh and Rohilkhand	O. & R.	23-4-67	1,220·78	8·33	1,229·11 (b)	217·28	1,454·72	O. & R. Ry.	15-11-09	Madhoganj.	Bilgram	7·69
	Total	...	...	4,748·29	550·04	5,298·33	1,441·24	7,294·53	...	...	...	...	112·28
	3′ 3⅜″ gauge.												
4	Cawnpore Burhwal (metre gauge link)	C. B. M.	24-11-96	79·60	...	79·60	8·88	88·48	B. and N. W. Ry. Co.	...	...	...	...
5	Eastern Bengal	E.B.S.M.	28-8-77	940·83	....	940·83	192·07	1,132·90	E. B. S. Ry.	15-2-09	Forbesganj.	Jogbani	7·40
										1-1-09	Katihar	Godagarighat.	107·39
										1-3-09	Kokrajhar	Sorbhog	39·73
										1-4-09	Sorbhog	Amingaon	67·27
6	Oudh and Rohilkhand	O. & R.	1-4-99	1·81	...	1·81	...	1·81	B. and N. W. Ry. Co.	...	...	...	...
	Total	...	...	1,022·24	...	1,022·24	200·95	1,223·19	...	...	...	...	221·79
	2′ 6″ gauge.												
7	Eastern Bengal	E.B.S.M.	18-7-81	55·03	...	55·03	3·71	58·74	E. B. S. Ry.	...	...	...	...
8	Kalka-Simla	K. S.	9 11-03	59·92	...	59·92	7·39	67·31	N. W. Ry.	27-6-09	Simla Station.	Old Bullock train office	0·48
9	Kohat-Thal	K. T.	1-4-03	61·75	...	61·75	3·08	64·83	Do.	...	...	...	...
10	Nowshera-Durgai	N. D.	1-1-01	40·25	...	40·25	5·61	45·86	Do.	...	...	...	...
11	Trans-Indus (Kalabagh-Bannu)	K.B.	...	...	...	...	...	...	Do.	...	...	...	...
	Total	...	...	216·95	...	216·95	19·79	236·74	...	...	...	...	0·48
	2′ 0″ gauge.												
12	Dandot Light	D. L.	5-7-89	6·18	...	6·18	...	6·18	N. W. Ry.	...	...	...	...
13	Jorhat	J.	15-12-84	31·65	...	31·65	2·04	33·69	Jorhat Ry.	...	...	...	...
	Total	...	...	37·83	...	37·83	2·04	39·87	...	...	...	...	...
	TOTAL STATE LINES WORKED BY THE STATE.	...	...	6,025·31	550·04	6,575·35	1,664·02	8,794·33	...	...	...	...	334·55
	5′ 6″ gauge.									**STATE LINES WORKED**			
14	Agra-Delhi Chord	A. D. C.	15-11-04	125·66	...	125·66	34·81	160·47	G. I. P. Ry. Co.	...	...	...	...
15	Baran-Kotah	B. K.	1-7-08	40·29	...	40·29	3·39	43·68	Do.	1-5-09	Antah	Kotah	26·71
16	Bengal-Nagpur	B. N.	1880	1,718·50	72·05	1,790·55	386·60	2,249·20	B. N. Ry. Co.	8-3-09	Bobbili	Parvatipuram.	15·20
17	Bezwada Extension	B. E.	10-2-89	20·58	...	20·58	0·96	21·54	N. G. S. Ry. Co.	...	...	...	...
18	Bhopal Itarsi (British section)	B. I.	1-6-82	13·11	...	13·11	*	13·11	G. I. P. Ry. Co.	...	...	...	...
19	Bombay, Baroda and Central India	B. B. & C. I.	10-2-60	213·22	251·90	465·12 (c)	135·53	852·55	B. B. and C. I. Ry. Co.	...	...	...	...
20	East Indian	E. I.	15-8-54	1,631·39	580·68	2,212·07	896·24	3,704·26	E. I. Ry. Co.	...	...	...	...
	Total carried over	...	...	3,762·75	904·63	4,667·38	1,457·53	7,044·81	...	...	...	...	41·91
		...	...	6,025·31	550·04	6,575·35	1,664·02	8,794·33	...	...	...	...	334·55

* Included with Native State section, Serial No. 103.

1.

sanctioned for construction.

(1) to (4) of Appendix 8 to the Report for 1908.]

MILEAGE OPENED FROM 1st JANUARY TO 31st MARCH 1910.				MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1909.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1st JANUARY TO 31st MARCH 1910.					Serial No.	Remarks.
Date of opening.	Section opened. From	Section opened. To	Mileage opened.	Date of sanction.	Agency for construction.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned.	Date of sanction.	Agency for construction.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
BY THE STATE.															
...	...	...	...	10-12-08	State.	Lower Bridge at	Ganges Sara.	7·38	...	...	...	...	...	1	Work commenced.
...	...	...	...	11-7-05	N.-W. Ry.	Kacha Garhi.	Mile 22·92	22·92	...	...	...	...	...	2	Work stopped.
				24-7-06	Do.	Shorkot Road.	Jaranwala	87·80	...	...	...	...	...	...	Work commenced.
								110·72							
				23-10-06	O. & R. Ry.	Balamau	Sitapur...	(c)37·12							(a) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′6″ and 3′3¾″) gauge line between Bhatinda and Kot Kapura over which the Rajputana-Malwa railway trains also work.
				23-10-06	Do.	Bilgram	Sandi ...	(c 9·43							
9-3-10	Bilgram.	Sandi...	9·43	23-10-06	Do.	Rosa ...	Sitapur...	(c)51·36	19-2-10	O. & R. Ry.	Prayag	Allahabad Fort.	2·50	3	
9-3-10	Balamau.	Misrikh.	22·50	5-3-09	Do.	Munshi-ganj.	Dalmau	(c)15·32	23-3-10	Do.	Gujraula	Chandpur	22·15		(b) Excludes 1·81 miles of metre gauge shown under 3′ 3¾″ gauge, but includes 16·79 miles of mixed (5′6″ and 3′ 3¾″) gauge line between Burhwal and Bara Banki and 0·59 mile on the Cawnpore bridge.
				5-3-09	Do.	Phapha-mau.	Unao ...	(c)114·58							(c) Work commenced.
				5-3-09	Do.	Rae Bareli	Mustafa-bad.	(c)23·41							
			31·93					251·22							
...	...	...	31·93	...	...	...	...	369·32	...	...	...	...	24·65		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbag and Daliganj, worked over, but includes 16·79 miles and 0·59 mile referred to in remark (b) above.
1-1-10	Pandu.	Gauhati.	5·00	31-10-02	E. B. S. Ry	Pandu...	Gauhati.	(d)5·00	...	...	...	...	...	5	(d) Since opened.
				14-12-09	Do.	Rangiya.	Tangla.	24·00							
...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	Length between the O. & R. Ry. cantonment and the B. & N. W. Ry. City stations at Benares.
...	...	...	5·00	...	...	...	...	29·00	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	
...	...	...	...	30-12-09	N. W. Ry.	Kalabagh	Bannu	83·21	...	...	...	...	...	11	Not commenced.
				30-12-09	Do.	Branch to coal fields.	Makarwal	11·00							
...	...	...	...	...	...	...	...	94·21	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	36·93	...	...	...	...	492·53	...	...	...	...	24·65		
BY COMPANIES.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	
				1-11-01	B. N. Ry. Co.	Bhojudih	Partha-dihi.	2·28	...	...	...	...	...	16	Work commenced.
				...	Do.	Khanoodi h.	Katras	1·89	...	...	...	...	...	...	Constructed but not worked.
...	...	...	...	26-1-06	Do.	Parvati-puram.	Raipur...	260·67	...	...	...	...	...	...	Not commenced.
				19-10-06	Do.	Kalimati	Gurma-ishini.	40·10	...	...	...	...	...	...	Work commenced.
				17-6-08	Do.	Itwari	Nagpur	4·82	...	...	...	...	...	...	
								309·76	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	(d) Excluding 39·23 miles of 3′ 3½″ gauge between Viramgam and Wadhwan shown under 3′ 3¾″ gauge.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	
				5-3-06	E. I. Ry. Co.	Barharwa	Katwa...	99·14	...	...	...	...	...	20	Work commenced.
				28-2-05	Do.	Bhagalpur	Bausi ...	31·04	...	...	...	...	...	...	Work commenced.
				14-7-05	Do.	Boraghuk	Sodepore	4·50	...	...	...	...	...	...	Not commenced.
				30-11-05	Do.	Chord bet & O.& R. Moghal	ween E. I. Rys. near Sarai.	1·19	...	...	...	...	...	...	
...	...	...	...	5-3-06	Do.	Ghat line	to Dhulian.	1·06	...	...	...	...	...	...	Work commenced.
				5-3-06	Do.	Ghat line	to Sajinipara.	2·50	...	...	...	...	...	...	
				23-6-05	Do.	Hooghly	Katwa...	65·20	...	...	...	...	...	...	Work commenced.
				11-9-08	Do.	Parthadihi	Pradhan-khanta.	9·00	...	...	...	...	...	...	Work commenced
				13-9-06	Do.	Portion Baraboni	of Toposi Branch.	5·32	...	...	...	...	...	...	Not commenced.
								218·95							
...	...	...	...	...	...	...	...	528·71	...	...	...	...	...		
...	...	...	36·93	...	...	...	...	492·53	...	...	...	...	24·65		

APPENDIX

Details of mileage open and

[Combination of Appendices 1, 2 and 3 (in part),

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1909.			Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1909.			
				Single track.	Double or more tracks.	Total.				Date of opening.	Section opened. From	Section opened. To	Mileage opened.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Total brought forward	...	...	6,025·31	550·04	6,575·35	1,664·02	8,794·33	...	...	...	...	334·55
		...	...	3,762·75	904·63	4,667·38	1,457·53	7,044·81	...	...	...	...	41·91
	5′ 6″ Gauge—concld.									STATE LINES WORKED			
21	Godhra-Rutlam-Nagda	G.R.N.	16-1-93	141·14	...	141·14	16·96	158·10	B. B. and C. I. Ry. Co.	...	...	...	...
22	Great Indian Peninsula	G.I.P.	18-4-53	988·08	611·45	1,599·53	372·99	2,592·55	G. I. P. Ry. Co.	...	...	...	...
23	Indian Midland	I.M.	10-1-78	813·11	...	813·11	166·34	979·45	Do.	...	...	...	...
24	Madras and Southern Mahratta	M.& S.M.	1-7-56	986·79	44·94	1,031·73	207·44	1,284·11	M. & S. M. Ry. Co.	...	...	...	...
25	Nagda-Muttra	N.M.	15-7-07	339·35	...	339·35	43·60	382·95	B. B. & C. I. Ry. Co.	1-5-09 1-5-09 1-6-09 1-10-09 15-6-09	Kotah City Kotah Junction. Siwai Madhopur-Gangapur City. Hindaun City.	Kotah Junction. Siwai Madhopur. Gangapur City. Hindaun City. Muttra.	3·48 67·38 39·00 26·84 66·02 202·72
26	Rajputana-Malwa	R.M.	1-1-76	5·17	...	5·17	11·77	16·94	Do.	...	...	...	...
27	South Indian	S.I.	23-5-60	445·94	...	445·94	75·56	521·50	S. I. Ry. Co.	...	...	...	...
	Total	...	...	7,492·33	1,561·02	9,043·35	2,352·19	12,980·41	...	...	...	...	244·63
	3′ 3½″ Gauge.												
28	Assam-Bengal	A.B.	1-7-85	770·84	...	770·84	115·94	886·78	A. B. Ry. Co.	...	...	...	...
29	Bombay, Baroda and Central India	B.B.&C.I.	14-12-02	39·23	...	39·23	3·03	42·26	B. B. & C. I. Ry. Co.	...	...	...	...
30	Burma	B.	2-5-77	1,282·04	58·11	1,340·15	256·46	1,654·72	B. Rys. Co..	...	...	...	...
31	Burma Extensions	B.R.E.	15-4-07	186·93	...	186·93	32·33	219·26	Do.	...	...	...	...
32	Dhone-Kurnool	D. K.	1-1-09	32·00	...	32·00	2·82	34·82	M. & S. M. Ry. Co.	1-1-09	Dronachellam.	Kurnool	32·00
33	Jodhpur Hyderabad (British section)	J.H.	18-8-92	123·98	...	123·98	13·29	137·27	J. B. Ry.	...	...	...	...
34	Lucknow-Bareilly	L.B.	12-10-84	237·04	...	237·04	36·77	273·81	R. & K. Ry. Co.	...	...	...	...
35	Madras and Southern Mahratta	M.& S.M.	24-3-84	1,514·01	...	1,514·01 (b)	164·51	1,678·52	M. & S. M. Ry. Co.	24-5-09	Nagalapuram.	Fort Wall	2·84
36	Mysore section (M. & S. M. Ry).	M.S.	1-2-81	296·22	...	296·22	30·09	326·31	Do.	...	...	...	...
37	Nilgiri	N.	15-6-99	28·96	...	28·96	2·61	31·57	S. I. Ry. Co.	...	...	...	...
38	Palanpur Deesa	P.D.	8-11-93	17·28	...	17·28	1·29	18·57	B. B. & C. I. Ry. Co.	...	...	...	...
39	Rajputana-Malwa	R.M.	14-2-73	1,770·49*	2·92	1,773·41	336·26	2,115·59	Do.	...	...	...	...
40	South Indian	S.I.	15-7-61	876·80	...	876·80	143·74	1,020·54	S. I. Ry. Co.	...	...	...	...
41	Southern Shan States	S.S.S.	...	...	...	...	...	...	Burma Ry. Co.	...	...	...	...
42	Tinnevelly Quilon (Travancore) (British section).	T.Q.B.	1-6-02	50·41	...	50·41	...	50·41	S. I. Ry. Co.	...	...	...	...
43	Tirhoot State	T.S.	1-11-75	764·64	10·05	774·69	146·42	931·16	B. & N. W. Ry. Co.	...	...	...	...
	Total	...	...	7,990·87	71·08	8,061·05	1,288·56	9,421·59	...	...	...	...	34·84
	2′ 6″ Gauge.												
44	Gondia-Chanda	G.C.	10-11-08	153·07	...	153·07	10·10	163·17	B. N. Ry. Co.	1-6-09	Lakerganj.	Motibagh	4·37
45	Jubbulpore Gondia Extension	J.G.E.	18-4-03	275·39	...	275·39	24·73	300·12	Do.	15-2-09	Nainpur	Garha Mandla.	26·40
46	Morappur-Dharmapuri	M.D.	18-1-06	18·53	...	18·53	0·92	19·45	S. I. Ry. Co.	...	...	...	...
47	Nagpur Chhindwara	N. C.	...	...	...	...	...	...	B. N. Ry. Co.	...	...	...	...
48	Purulia-Ranchi	P.R.	15-11-07	72·68	...	72·68	7·40	80·08	B. N. Ry. Co.	...	...	...	...
49	Raipur-Dhamtari	R.D.	10-9-00	56·94	...	56·94	3·50	60·44	Do.	...	...	...	...
50	Tirupattur-Krishnagiri	T. K.	18-9-05	25·38	...	25·38	1·22	26·60	S. I. Ry. Co.	...	...	...	...
	Total	...	...	601·99	...	601·99	47·87	649·86	...	...	...	...	30·77
	2′ 0″ Gauge. Nil.												
	TOTAL STATE LINES WORKED BY COMPANIES	...	...	16,075·19	1,632·10	17,707·29	3,688·62	23,051·86	...	...	...	...	310·24
	Total carried over	...	...	22,100·50	2,182·14	24,282·64	5,352·64	31,846·19	...	...	...	...	644·79

* Included with Native State section. Serial No. 120.

1—*continued.*

sanctioned for construction.

Appendix 4 and columns (1) to (4) of Appendix 8 to the Report for 1908.]

MILEAGE OPENED FROM 1st JANUARY TO 31st MARCH 1910.				MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR, 1909.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1st JANUARY TO 31st MARCH 1910.					Serial No.	Remarks.
Date of opening.	Section opened. From	Section opened. To	Mileage opened.	Date of sanction.	Agency for construction.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned.	Date of sanction.	Agency for construction.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	...	36·93	...	...	...	...	492·53	...	...	...	...	24·65	...	
...	...	...	...	...	...	...		528·71	...	...	...	...	...	...	
BY COMPANIES—*concld.*															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	
...	...	...	...	8-6-08	G. I. P. Ry. Co.	Amla ...	Purassia	53·05	...	...	...	..	...	22	Work commenced.
				8-6-08	Do.	Itarsi ...	Nagpur	184·33							
				17-2-05	Do.	Kurla ...	Mazagaon	6·81	...	...	...	...	...	...	Work partially suspended.
				17-2-05	Do.	Mahim link.		1·32							
								246·11							
...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26	Mileage at Ujjain 2·10 and between Idga (Agra) and Jumna bridge (Agra) 3·07 miles.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	
...	...	...	...	...	...	...	...	774·82	...	...	...	...	...		
...	...	...	...	22-5-05	A. B. Ry. Co.	Akhaura	Ashuganj	19·32	...	...	...	...	...	28	Work commenced.
...	...	...	...	3-3-06	Do.	Kalaura	Khooseara river.	16·00	...	...	...	...	...	...	Not commenced.
								35·32							
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	This is the length between Viramgam and Wadhwan.
...	...	...	...	8-9-08	B. Rys. Co.	Malagon	Dawbong	3·79	...	...	...	...	...	30	Not commenced.
				18-10-05	Do.	Thamaing	Malagon	6·70	...	...	...	...	...	...	In abeyance.
								10·49							
...	...	...	...	1-6-06	B. Rys. Co.	Neikban	Begayet	66·25	...	...	...	...	...	31	Work suspended.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	The Native State section of this railway forms an integral part of the Jodhpur railway.
...	...	...	...	12-5-08	R. and K. Ry. Co.	Sonaripur	Ramnagar Ghat.	20·79	...	...	...	...	...	34	Work commenced.
				12-5-08	Do.	Dudhwa	Nepal Frontier.	14·00	...	...	...	...	...	...	Not commenced.
				24-5-09	Do.	Pilibhit	Barmdeo	38·75	...	...	...	...	...	...	Work commenced.
								73·54							
...	...	...	...	27-5-08	M. and S. M. Ry. Co.	Fort Wail.	Kunnevehalli.	6·00	...	...	...	...	...	35	Work commenced. (b) Includes 1·89 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line between Bezwada and Kistna Blockhut and 1·03 miles of 3′ 3¾″ gauge line between Kistna Blockhut and Tadepalli.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	37	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	This line is the joint property of Government and the Palanpur Durbar.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	39	Excludes 5·17 miles of 5′ 6″ gauge line shown under 5′6″ gauge, but includes 26·28 miles of mixed (5′6″ and 3′3¾″) gauge line between Bhatinda and Kot Kapura over which the North Western State railway trains also work.
				16-9-04	S. I. Ry. Co.	Mandapam.	Toni Torai	1·86	...	...	...	...	...		Constructed but not worked.
...	...	...	...	16-9-04	Do.	Toni Torai	Pamban	1·33	...	...	...	...	...	40	Commencement of work ordered.
				16-9-04	Do	Tangachimadam	Port Ampthill	1·69	...	...	...	...	...		Not commenced.
				21-4-99	Do.	Tirupachetti.	Sivagunga	9·00	...	...	...	...	...		
								13·88							
...	...	...	...	23-7-09	B.Rys.Co.	Thazi	Yawnghwe	100·00	...	...	...	...	...	41	Not commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	
...	...	...	...	17-1-05	B. and N. W. Ry. Co.	Bhagalpur Kachery.	Bhagalpur	1·07	...	...	...	...	...	43	Work commenced.
				7-1-09	Do.	Pertabganj	Bhimnagar.	13·44	...	...	...	...	...	...	
...	...	...	...	16-2-09	Do.	Bagmati Dhang and	bridge at approaches	4·94	...	...	...	...	...	...	
				17-12-09	Do.	Samastipur	Roserah	17·20	...	...	...	...	...	...	
								36·65							
...	...	...	...	...	...	...	...	342·13	...	...	...	...	...		
...	...	...	...	26-8-04	B. N. Ry. Co.	Nagbhir	Chanda	67·65	...	...	...	...	...	44	Work commenced.
				17-6-08		Itwari	coop ...	2·55							
...	...	...	...	24-6-04	Do.	Khirsadoh	Sirgora...	(c) 8·43	...	...	...	...	...	45	(c) In abeyance.
				30-12-09	Do.	Balaghat	Kanangi	29·57	...	...	...	...	...	...	Work commenced.
				30-12-09	Do.	Kochwahi	Ramrama	5·50	...	...	...	...	...	...	
...	...	...	...	2-3-09	S. I. Ry. Co.	Dharmapuri.	Hosur ...	60·50	...	...	...	...	...	46	Work commenced.
...	...	...	...	10-2-09	B. N. Ry. Co.	Khapa	Branch.	4·25	...	...	...	...	...	47	Work commenced.
						Nagpur	Chhindwara.	93·12							
...	...	...	...	...	...	...	...	...	...	...	...	...	...	48	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	49	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	
...	...	...	...	...	...	...	...	271·57	...	...	...	...	...		
...	...	...	...	...	...	...	...	1,388·52	...	...	...	...	...		
...	...	...	36·93	...	...	...	...	1,881·05	...	...	...	...	24·65		

APPENDIX

Details of mileage open and

[Combination of Appendices 1, 2 and 3 (in part), Appendix 4 and columns

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR, 1909. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR, 1909. Date of opening.	Section opened. From	To	Mileage opened.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Total brought forward	...	...	22,100·50	2,182·14	24,282·64	5,352·64	31,846·19	...	...	...	...	644·79
													COMPANIES' LINES GUARANTEED
	5′ 6″ gauge.												
51	Hardwar-Dehra	H. D.	1-3-00	32·04	...	32·04	3·83	35·87	O. & R. Ry.	...	...	...	...
	3′ 3½″ gauge. Nil.												
	2′ 6″ gauge. Nil.												
	2′ 0″ gauge. Nil.												
	TOTAL COMPANIES' LINES GUARANTEED UNDER MODERN CONTRACTS.	...	...	32·04	...	32·04	3·83	35·87	...	...	...	...	...
													DISTRICT
	5′ 6″ gauge. Nil.												
	3′ 3½″ gauge.												
52	Bezwada-Masulipatam	B. M.	4-2-08	51·80	...	51·80	7·53	59·33	M. & S. M. Ry. Co.	1-1-09	Masulipatam.	Masulipatam Port. (Tidal lock.)	2·33
53	Tanjore District Board	T. D. B.	2-4-94	103·36	...	103·36	8·96	112 32	S. I. Ry. Co.	...	...	...	...
	Total .			155·16	...	155·16	16·49	171·65	...	...	...	...	2·33
	2′ 6″ gauge. Nil.												
	2′ 0″ gauge. Nil.												
	TOTAL DISTRICT BOARDS' LINES .	...	...	155·16	...	155·16	16·49	171·65	...	...	...	...	2·33
													BRANCH LINE COMPANIES RECEIVING REBATE FROM
	5′ 6″ gauge.												
54	Amritsar-Patti	A. P. T.	21-9-06	27·60	...	27·60	4·25	31·85	N. W. Ry.	...	...	...	...
55	Southern Punjab	S. P.	10-11-97	424·06	...	424·06	69·14	493·20	Do.	...	...	...	...
56	Southern Punjab "Ludhiana" Extension. .	S. P. E.	10-6-05	152·04	...	152·04	20·75	172·79	Do.	...	...	...	...
57	Sutlej Valley	S. V.	...	...	...	...	...	...	...	...	...	...	...
58	Tapti Valley	T. V.	1-12-98	155·48	...	155·48	10·32	165·80	B., B. & C. I. Ry. Co.	...	...	...	...
	Total .			759·18	...	759·18	101·46	863·64	...	...	...	...	...
	3′ 3½″ gauge.												
59	Ahmedabad-Dholka	A. D.	23-2-03	33·54	...	33·54	2·49	36·03	B., B. & C. I. Ry. Co.	...	...	...	...
60	Ahmedabad-Parantij	A. P.	1-5-97	54·70	...	54·70	7·95	62·65	Do. ...	...	...	...	...
61	Mymensingh-Jamalpur-Jagannathganj. . .	M. J. J.	15-10-98	54·55	...	54·55	9·36	63·91	E. B. S. Ry.	...	...	...	...
	Total .			142·79	...	142·79	19·80	162·59	...	...	...	...	...
	2′ 6″ gauge. Nil.												
	2′ 0″ gauge. Nil.												
	TOTAL BRANCH LINE COMPANIES RECEIVING REBATE FROM TRAFFIC INTERCHANGED WITH MAIN LINES.	...	...	901·97	...	901·97	124·26	1,026·23	...	...	...	...	...
													ASSISTED COMPANIES' LINES SUBSIDIZED
	5′ 6″ gauge.												
62	Delhi-Umballa-Kalka	D. U.K.	1-3-91	162·36	...	162·36	19·56	181·92	E. I. Ry. Co.	...	...	...	...
	3′ 3½″ gauge.												
63	Rohilkund and Kumaon	R. & K.	12-10-84	202·06	...	202·06	28·12	230·18	R. & K. Ry. Co.	...	...	...	...
	3′ 6″ gauge. Nil.												
	2′ 0″ gauge. Nil.												
	TOTAL ASSISTED COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.	...	...	364·42	...	364·42	47·68	412·10	...	...	...	...	...
	Total carried over .	...	...	23,554·09	2,182·14	25,736·23	5,544·90	33,492·04	...	...	...	...	647·12

1—*continued.*

sanctioned for construction.

(1) to (4) of Appendix 8 to the Report for 1908.]

MILEAGE OPENED FROM 1ST JANUARY TO 31ST MARCH 1910.				MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR, 1909.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1ST JANUARY TO 31ST MARCH 1910.					Serial No.	Remarks.
	Section opened.					Section sanctioned.					Section sanctioned.				
Date of opening.	From	To	Mileage opened.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	...	36·93	...	...	...	...	1,881·05	...	...	...	...	24·65		
UNDER MODERN CONTRACTS.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
BOARDS' LINES.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	52	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	53	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
TRAFFIC INTERCHANGED WITH MAIN LINES.															
...	...	...	...	9-1-09	N. W. Ry.	Patti .	Kasur .	27·46	...	...	...	...	...	54	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	55	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	56	
...	...	...	...	16-9-08	N. W. Ry.	Kasur .	Lodhran	209·46	...	...	...	...	...	57	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	58	
...	...	...	...	...	...	...	...	236·92	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	59	
...	...	...	...	14-5-09	B. B. & C. I. Ry. Co.	Idar Road	Brahma Khed.	33·91	...	...	...	...	...	60	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	61	
...	...	...	...	...	...	...	...	33·01	...	...	...	...	...		
...	...	...	...	...	...	...	...	270·83	...	...	...	...	...		
BY THE GOVERNMENT OF INDIA.															
...	...	...	...	15-12-08	D. U. K. Ry. Co.	Thanesar	Kaithal	30·00	...	...	...	...	...	62	Work commenced.
...	...	...	...	17-6-09	R. & K. Ry. Co.	Pilibhit.	Shahjahanpur.	56·82	...	...	...	...	...	63	Work commenced.
...	...	...	...	...	...	...	...	86·82	...	...	...	...	...		
...	...	...	36·93	...	...	...	...	2,238·70	...	...	...	...	24·65		

APPENDIX

Details of mileage open and

[Combination of Appendices 1, 2, and 3 (in part), Appendix

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR, 1909.			Sidings, in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1909.			
				Single track.	Double or more tracks.	Total.				Date of opening.	Section opened. From	Section opened. To	Mileage opened.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Total brought forward . . .	...	...	23,554·09	2,182·14	25,736·23	5,544·90	33,492·04	.....	...	...	...	647·12
	5′ 6″ gauge. *Nil.* *3′ 3½″ gauge.*						ASSISTED COMPANIES' LINES SUBSIDIZED						
64	Dibru-Sadiya	D. S.	Aug. '82	77·50	...	77·50	13·81	91·31	A. Rys. and Trading Co.	...	...	...	...
	2′ 6″ gauge. *Nil.* *2′ 0″ gauge.*												
65	Darjeeling-Himalayan	D. H.	23-8-80	51·00	...	51·00	4·32	55·32	D. H. Ry. Co.	...	...	...	...
	TOTAL ASSISTED COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.	...	...	128·50	...	128·50	18·13	146·63	.....	...	...	...	...
	5′ 6″ gauge. *Nil.* *3′ 3½″ gauge.*						ASSISTED COMPANIES' LINES SUBSIDIZED						
66	Bengal Dooars	B. D.	15-1-93	36·40	...	36·40	5·14	41·54	B. D. Ry. Co.	...	...	...	...
	2′ 6″ gauge.												
67	Arrah-Sasaram	A. S.	...	...	...	...	...	...	A. S. L. Ry. Co.	...	...	...	...
68	Baraset-Basirhat Light	B. B. L.	1-2-05	34·50	...	34·50	...	34·50	B. B. L. Ry. Co.	2-3-09	Basirhat	Chingrighata	8·50
69	Bukhtiarpore-Behar Light	B. B.	1-7-03	28·00	...	28·00	...	28·00	B. B. Ry. Co.	17-7-09	Behar	Silao	9·50
70	Tezpore-Balipara Light	T. B.	9-8-94	20·10	...	20·10	1·01	21·11	T. B. Ry. Co.	...	...	...	...
	Total	...	...	82·60	...	82·60	1·01	83·61	.....	...	...	...	18·00
	2′ 0″ gauge.												
71	Howrah-Amta Light	H. A.	1-7-97	43·87	...	43·87	...	43·87	H. A. L. Ry. Co.	...	...	...	...
72	Howrah-Sheakhala Light.	H. S.	2-8-97	19·75	...	19·75	...	19·75	H. S. L. Ry. Co.	...	...	...	...
	Total	...	...	63·62	...	63·62	...	63·62	.....	...	...	...	...
	TOTAL ASSISTED COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS.	...	...	182·62	...	182·62	6·15	188·77	.....	...	...	...	18·00
	5′ 6″ gauge.						ASSISTED COMPANIES' LINES RECEIVING						
73	Tarkessur	T.	1-1-85	22·21	...	22·21	3·42	25·63	E. I. Ry. Co.	...	...	...	...
	3′ 3½″ gauge.									1-3-09	Benares Cant.	Madho Singh.	29·40
74	Bengal and North-Western	B. & N. W.	2-4-84	1,091·56	...	1,091·56	170·01	1,261·57	B. & N. W. Ry. Co.	1-3-09	Madho Singh	Mirzapur ghat	5·88
										21-4-09	Madho Singh.	Jhusi.	40·68
75	Bengal-Dooars Extensions	B. D. E.	20-4-00	116·56	...	116·56	10·81	127·37	B. D. Ry. Co.	...	...	...	...
76	Deoghur	D.	23-12-82	4·79	...	4·79	0·70	5·49	D. Ry. Co.	...	...	...	...
77	Mirpur Khas-Jhudo	M. K.	18-4-09	50·43	...	50·43	2·63	53·06	J. B. Ry.	18-4-09	Mirpur Khas.	Jhudo	50·43
	Total	...	...	1,263·34	...	1,263·34	184·15	1,447·49	.....	...	...	...	126·39
	2′ 6″ gauge.												
78	Barsi Light	B. L.	1-3-97	78·50	...	78·50	8·43	86·93	B. L. Ry. Co.	...	...	...	...
79	Champaner-Shivrajpur	C. S.	...	...	...	...	...	...	C. S. Syndicate	...	...	...	...
80	Dwara-Therria Light	D. T.	...	...	...	...	...	...	D. T. L. Ry. Co.	...	...	...	...
81	Powayan Light	P. W. L.	17-6-90	39·50	...	39·50	...	39·50	B. & K. Ry. Co.	...	...	...	...
82	Shahdara (Delhi)-Saharanpur Light . . .	S. S.	7-5-07	92·63	...	92·63	7·72	100·35	S. S. L. Ry. Co.	...	...	...	...
	Total	...	...	210·63	...	210·63	16·15	226·78	.....	...	...	...	...
	2′0″ gauge.												
83	Matheran Light	M. T. H.	22-3-07	12·61	...	12·61	1·04	13·65	G. I. P. Ry. Co.	...	...	...	...
	TOTAL ASSISTED COMPANIES' LINES RECEIVING LAND ONLY FROM GOVERNMENT.	...	...	1,508·79	...	1,508·79	204·76	1,713·55	...	...	...	...	126·39
	Total carried over . . .	...	...	25,374·00	2,182·14	27,556·14	5,773·94	35,540·99	.....	...	...	...	791·51

1—*continued.*

sanctioned for construction

4 and columns (1) to (4) of Appendix 8 to the Report for 1908.]

MILEAGE OPENED FROM 1ST JANUARY TO 31ST MARCH 1910.				MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR, 1909.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1ST JANUARY TO 31ST MARCH 1910.					Serial No.	REMARKS.
	SECTION OPENED.					SECTION SANCTIONED.					SECTION SANCTIONED.				
Date of opening.	From	To	Mileage opened.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	...	36·93	...	...	...	...	2,238·70	...	...	...	...	24·65		
BY LOCAL GOVERNMENTS.															
...	...	...	...	11-5-05	A. Rys. & Trading Co.	Talap	Saikhoa Ghat.	8·52	...	...	...	...	...	64	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	65	
...	...	...	...	...	...	...	...	8·52	...	...	...	...	...		
BY DISTRICT BOARDS.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	66	
...	...	...	...	12-10-09	A. S. L. Ry. Co.	Arrah	Sasaram	60·75	...	...	...	...	...	67	Not commenced.
16-2-10	Beliaghatta bridge.	Pattipooker.	16·62	19-2-09	B. B. L. Ry. Co.	Beliaghatta bridge.	Pattipooker.	16·62	...	...	...	...	...	68	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	69	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	70	
...	...	...	16·62	...	...	...	...	77·37	...	...	...	...	...		
...	...	...	...	20-3-02	H. A. L. Ry. Co.	Autpur	Rajbulhat	3·50	...	...	...	...	...	71	Not commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	72	
...	...	...	...	...	...	...	...	3·50	...	...	...	...	...		
...	...	...	16·62	...	...	...	...	80·87	...	...	...	...	...		
LAND ONLY FROM GOVERNMENT.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	73	
				26-1-09	B & N. W. Ry. Co.	Jhusi	Allahabad	6·95	...	...	...	...	...	74	Work commenced.
				9-5-08	Do.	Gogra Manjhi approac	Bridge at Ghat and hes.	4·41	...	...	...	...	...	...	Work commenced.
20-3-10	Chupra	Mashrak	26·32	26-10-06	Do.	Burhwal	Sitapur	59·79	...	...	...	...	...	...	Work commenced.
				7-4-08	Do.	Chupra	Mashrak	26·32	...	...	...	...	...	...	Work commenced.
				4-10-09	Do.	Gandack Bagaha approa	bridge at and ches.	5·43	...	...	...	...	...	...	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	75	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	76	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	77	
...	...	...	26·32	...	...	...	...	102·90	...	...	...	...	...		
...	...	...	...	21-11-08	B. L. Ry. Co.	Pandharpur.	Pandhurpur town.	1·36	...	...	...	...	...	78	Not commenced.
				2-9-09	Do.	Tadwale	Latur	37·12	...	...	...	...	...	...	Not commenced.
...	...	...	...	1-9-09	C. S. Syndicate.	Champaner.	Shivrajpur.	18·75	...	...	...	...	...	79	Not commenced.
...	...	...	...	15-5-02	D. T. L. Ry. Co.	Dwara	Maolong	13·50	...	...	...	...	...	80	Work suspended.
				15-5-02	Do.	Maolong	Therria Ghat.	6·00	...	...	...	...	...	...	Commencement of work not authorised.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	81	
...	...	...	...	4-1-02	S. S. L. Ry. Co.	Baraut	Meerut	30·00	...	...	...	...	...	82	Not commenced.
...	...	...	...	...	...	...	...	106·73	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	83	
...	...	...	26·32	...	...	...	...	209·63	...	...	...	...	...	...	
...	...	...	79·87	...	...	...	...	2,537·72	...	...	...	...	24·65	...	

APPENDIX

Details of mileage open and

[Combination of Appendices 1, 2 and 3 (in part), Appendix 4 and columns

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR, 1909. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR, 1909. Date of opening.	Section opened. From	To	Mileage opened.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Total brought forward ...	...	...	25,374·00	2,182·14	27,556·14	5,773·94	35,540·99	...	...	...	...	791·51
									COMPANY'S LINE GUARANTEED				
	5' 6" gauge. *Nil.* *3' 3⅜" gauge.* *Nil.* *2' 6" gauge.*												
84	Bangalore-Chickballapur	B. C. ...	...	...	...	...	...	...	...	...	...	...	...
	2' 0" gauge. *Nil.*												
	TOTAL COMPANY'S LINE GUARANTEED BY NATIVE STATE.	...	...	...	...	...	...	...	...	...	...	...	...
									UNASSISTED COMPANIES'				
	5' 6" gauge. *Nil.* *3' 3⅜" gauge.*												
85	Ledo and Tikak-Margherita Colliery . . .	L. T.	17-2-84	5·50	...	5·50	7·66	13·16	Assam Rys. & Trading Co.	...	...	...	...
	2' 6" gauge.												
86	Dehri-Rhotas Light	D. R.	...	...	...	...	...	...	D. R. L. Ry. Co.	...	...	...	...
87	Madaya-Obo Light	M. O.	...	...	...	...	...	...	Burma Rys. Co.	...	...	...	...
88	Tarakeshwar-Magra Light.	B. P.	7-11-94	33·27	...	33·27	1·92	35·19	B. P. Ry. Co.	...	...	...	...
	Total .	...	...	33·27	...	33·27	1·92	35·19		...	...	...	...
	2' 0" gauge.												
89	Avadi-Poonamallee	A. P. M.	...	...	...	...	...	...	A. P. Ry. Co.	...	...	...	...
90	Jagadhri Light	J. L.	...	...	...	...	...	...	J. L. Ry. Co.	...	...	...	...
	TOTAL UNASSISTED COMPANIES' LINES.	...	...	33·77	...	33·77	9·58	48·35	...	...	...	...	...
													LEASED
	5' 6" gauge.												
91	South Behar	S. B.	5-7-99	79·19	...	79·19	7·84	87·03	E. I. Ry. Co.	...	...	...	...
	3' 3⅜" gauge. *Nil.* *2' 6" gauge.* *Nil.* *2' 0" gauge.* *Nil.*												
	TOTAL LEASED LINES.	...	...	79·19	...	79·19	7·84	87·03		...	...	...	...
									NATIVE STATE LINES WORKED				
	5' 6" gauge. *Nil.* *3' 3⅜" gauge.*												
92	Bhavnagar-Gondal-Junagad-Forbandar. . .	B.G.J.P.	20-12-80	337·89	...	(a) 337·89	44·54	382·43	B. G. J. P. Ry.	...	...	...	...
93	Bikaner	J. B. B.	9-12-91	251·35	...	251·35	16·20	267·55	J. B. Ry. ...	16-9-09	Marwar Frontier.	Sujangarh	1·90
94	Dhrangadra	D. H. R.	1-6-98	20·83	...	20·83	1·80	22·63	B. G. J. P. Ry.	...	...	...	...
95	Jamnagar	J. N.	8-4-07	54·22	...	(c) 54·22	3·75	57·97	Do.	...	...	...	...
96	Jetalsar-Rajkot	J. R.	12-4-93	46·21	...	46·21	4·57	50·78	Do.	...	...	...	...
97	Jodhpur	J. B.	24-6-82	525·00	...	525·00	26·52	551·52	J. B. Ry. ...	16-9-09	Degana	Marwar Frontier.	61·11
98	Morvi	M. R. W.	11-3-86	73·94	...	73·94	7·57	81·51	Morvi Railway	...	...	...	...
99	Udaipur-Chitorgarh	U. C.	1-8-95	67·30	...	67·30	4·66	71·96	U. C. Ry. ...	...	...	...	...
	Total .	...	...	1,376·74	...	1,376·74	109·61	1,486·35	...	...	...	...	63·01
	2' 6" gauge.												
100	Cutch	C.	18-5-05	36·78	...	36·78	2·70	39·48	Cutch Ry. ...	...	...	...	...
101	Dholpur-Bari	D. B.	24-2-08	19·62	...	19·62	3·86	23·48	D. B. Ry. ...	...	...	...	...
102	Morvi	M. R. W.	24-3-97	18·89	...	18·89	2·68	21·57	Morvi Ry. ...	...	...	...	...
	Total .	...	...	75·29	...	75·29	9·24	84·53	...	...	...	...	...
	2' 0" gauge. *Nil.*												
	TOTAL NATIVE STATE LINES WORKED BY NATIVE STATES.	...	...	1,452·03	...	1,452·03	118·85	1,570·88	...	...	...	...	63·01
	5' 6" gauge.								**NATIVE STATE LINES WORKED**				
103	Bhopal Itarsi (Native State section) . . .	B. I.	18-11-84	44·28	...	44·28	23·31	67·59	G. I. P. Ry. Co.	...	...	...	...
104	Bhopal-Ujjain	B. U.	11-11-96	113·27	...	113·27	8·97	122·24	Do.	...	...	...	...
105	Bina-Goona-Baran	B. G. B.	23-9-95	145·61	...	145·61	11·60	157·21	Do.	...	...	...	...
106	Kolar Gold-fields	K. G.	1-6-94	9·88	...	9·88	5·81	15·69	M. and S. M. Ry. Co.	...	...	...	...
107	Nagda-Ujjain	N. U.	15-7-96	34·32	...	34·32	1·06	35·38	B. B. & C. I. Ry. Co.	...	...	...	...
108	Nizam's Guaranteed State.	N. G. S.	9-10-74	330·13	...	(d) 330·13	43·32	373·45	N. G. S. Ry. Co.	...	...	...	...
109	Petlad-Cambay (Anand-Tarapur) section . .	P. C. A.	5-5-90	21·50	...	21·50	2·05	23·55	B. B. & C. I. Ry. Co.	...	...	...	...
110	Petlad-Cambay (Tarapur-Cambay) section . .	P. C. T.	20-6-01	12·30	...	12·30	2·16	14·46	Do.	...	...	...	...
	Total carried over.	...	...	711·29		711·29	98·28	809·57	...	...	...	...	...
		...	...	26,943·99	2,182·14	29,126·13	5,910·21	37,247·25	...	...	...	...	854·52

1—*continued.*

sanctioned for construction.

(1) to (4) of Appendix 8 to the Report for 1908.]

MILEAGE OPENED FROM 1ST JANUARY TO 31ST MARCH 1910.				MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR, 1909.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1ST JANUARY TO 31ST MARCH 1910.					Serial No.	Remarks.
	Section opened.					Section Sanctioned					Section sanctioned.				
Date of opening.	From	To	Mileage opened.	Date of sanction	Agency for construction.	From	To	Mileage sanctioned.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	...	79·87	...	...	...	...	2,537·72	...	...	...	...	24·65	...	
BY NATIVE STATE.															
...	...	...	...	10-9-09	B. C. L. Ry. Co.	Bangalore	Chickballapur	37·95	...	...	...	...	...	84	
...	...	...	...	...	...	...	...	37·95	...	...	...	...		...	
LINES.															
...	...	...	...	...	...	...	...		...	...	...	...	...	85	
...	...	...	...	10-11-08	D. R. L. Ry. Co.	Dehri-on-Sone.	Akbarpore.	23·83	...	...	...	...	...	86	Work commenced.
...	...	...	...	13-2-06	Burma Rys. Co.	Madaya	Obo	12·66	...	...	...	...	...	87	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	88	
...	...	...	...	...	...	...	...	36·49	...	...	...	...	...		
...	...	...	...	5-1-09	A. P. Ry. Co.	Avadi	Poonamallee.	6·50	...	...	...	...	...	89	Not commenced.
...	...	...	...	15-12-09	J. L. Ry. Co.	Jagadhri Station.	Jagadhri town.	4·52	...	...	...	...	...	90	Not commenced.
								11·02							
...	...	...	...	...	...	...	...	47·51	...	...	...	...	...	...	
LINES.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	91	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
BY NATIVE STATES.															
15-2-10	Shapur	Manavadar	15·86	16-11-09 3-11-09	B. G. J. P. Ry.	Shapur Sihor.	Kutiyana Palitana.	(b) 29·71 16·00 (b)	23-2-10	B. G. J. P. Ry.	Dhasa	Kundla	35·19	92	Not commenced. (a) Includes 2·88 miles of dock estate and 6·05 miles of quarry lines.
2-2-10	Sujangarh	Ratangarh	28·70	4-9-07	J. B. Ry.	Sujangarh	Hissar .	133·78	...	...	...	...	...	93	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	94	(b) Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	95	(c) Includes 3·93 miles of dock estate lines.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	96	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	97	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	98	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	99	
...	...	...	44·56	...	...	...	...	179·49	...	...	...	...	35·19	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	101	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	102	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	44·56	...	...	...	...	179·49	...	...	...	...	35·19	...	
BY COMPANIES.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	103	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	104	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	105	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	106	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	107	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	108	(d) Includes 5·82 miles of mixed (5′6″ and 3′3½″) gauge line between Hyderabad and Secunderabad over which the Hyderabad Godavari Valley railway trains also work.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	109	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	110	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	124·43	...	...	...	...	2,802·67	...	...	...	...	59·84	...	

APPENDIX

Details of mileage open and

[Combination of Appendices 1, 2 and 3 (in part), Appendix 4 and columns

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR, 1909. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR, 1909. Date of opening.	Section opened. From	To	Mileage opened
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Total brought forward	...	...	26,943·99	2,182·14	29,126·13	5,910·21	37,247·25	...	...	...	...	854·52
		...	...	711·29	...	711·29	98·28	809·57	...	...	...	...	...
	NATIVE STATE LINES WORKED												
	3′ 3½″ gauge.												
111	Birur-Shimoga	B. S. G.	1-12-99	37·92	...	37·92	4·24	42·16	M. & S. M. Ry. Co.	...	...	...	...
112	Gaekwar's Mehsana	G. M.	21-3-87	138·00	...	138·00	15·24	153·24	B. B. & C. I. Ry. Co.	20-8-09	Kheralu	Taranga Hill.	7·79
113	Hindupur (Yesvantpur-Mysore Frontier)	H.	15-12-92	51·35	...	51·35	4·03	55·38	M. & S. M. Ry. Co.	...	...	...	...
114	Hyderabad-Godavari Valley	H. G. V.	21-10-99	391·13	...	391·13 (a)	44·77	435·90	N. G. S. Ry. Co.	...	...	...	...
115	Jaipur	J. S. M.	10-11-05	72·84	...	72·84	7·28	80·12	B. B. & C. I. Ry. Co.	...	...	...	...
116	Kolhapur	K. L.	21-4-91	29·27	...	29·27	1·89	31·16	M. & S. M. Ry. Co.	...	...	...	...
117	Mysore-Nanjangud	M. N.	1-12-91	15·80	...	15·80	1·09	16·89	Do.	...	...	...	...
118	Sangli	S.	1-4-07	4·90	...	4·90	0·29	5·19	Do.	...	...	...	...
119	Shoranur-Cochin	S. C.	2-6-02	64·75	...	64·75	6·55	71·30	S. I. Ry. Co.	...	...	...	...
120	Tinnevelly-Quilon (Travancore) (Native State section).	T. Q. N.	1-8-03	58·05	...	58·05	13·57	71·62	Do.	...	...	...	...
121	Vijapur-Kalol-Kadi	V. K. K.	10-6-02	41·37	...	41·37	3·97	45·34	B. B. & C. I. Ry. Co.	...	...	...	...
	Total	...	...	905·38	...	905·38	102·92	1,008·30	...	...	...	...	7·79
	2′ 6″ gauge.												
122	Gaekwar's-Dabhoi	G. D.	8-4-73	94·48	...	94·48	7·87	102·35	B. B. & C. I. Ry. Co.	...	...	...	...
123	Kosamba-Zankavav	K. Z.	...	...	...	...	...	...	Do.	...	...	...	...
124	Mourbhanj	M. B.	20-1-05	32·41	...	32·41	1·72	34·13	B. N. Ry. Co.	...	...	...	...
125	Parlakimedi Light	P. L. L.	1-4-00	24·62	...	24·62	1·68	26·30	Do.	...	...	...	...
126	Rajpipla	R.	1-7-97	37·37	...	37·37	3·51	40·88	B. B. & C. I. Ry. Co.	...	...	...	...
	Total	...	...	188·88	...	188·88	14·78	203·66	...	...	...	...	...
	2′ 0″ gauge.												
127	Gwalior Light	G. L.	2-12-99	249·96	...	249·96	8·68	258·64	G. I. P. Ry. Co.	15-6-09	Birpur	Sheopur Kalan	46·88
	TOTAL NATIVE STATE LINES WORKED BY COMPANIES.	...	...	2,055·51	...	2,055·51	224·66	2,280·17	...	...	...	...	54·67
	NATIVE STATE LINES WORKED												
	5′ 6″ gauge.												
128	Jammu and Kashmir (Native State section)	J. K.	15-3-90	15·98	...	15·98	3·20	19·18	N. W. Ry.	...	...	...	...
12	Khanpur-Chachran	K. C.	...	...	...	...	...	...	Do	...	...	...	...
130	Ludhiana-Dhuri-Jakhal	L. D. J.	10-4-01	78·65	...	78·65	5·56	84·21	Do.	...	...	...	...
131	Rajpura-Bhatinda	R. B.	1-11-84	106·45	...	106·45	14·66	121·11	Do.	...	...	...	...
	Total	...	...	201·08	...	201·08	23·42	224·50	...	...	...	...	...
	3′ 3½″ gauge. *Nil.*												
	2′ 6″ gauge.												
132	Cooch-Behar	C. B.	15-9-93	33·60	...	33·60	2·91	36·51	E. B. S. Ry.	...	...	...	...
	2′ 0″ gauge. *Nil.*												
	TOTAL NATIVE STATE LINES WORKED BY STATE RAILWAY AGENCY.	...	...	234·68	...	234·68	26·33	261·01	...	...	...	...	...
	FOREIGN												
	5′ 6″ gauge. *Nil.*												
	3′ 3½″ gauge.												
133	Karaikkal-Peralam	K. P.	14-3-98	14·65	...	14·65	2·13	16·78	S. I. Ry. Co.	...	...	...	...
134	Pondicherry	P.	15-12-79	7·85	...	7·85	1·88	9·73	Do.	...	...	...	...
135	West of India Portuguese	W. I. P.	17-1-87	51·10	...	51·10	15·07	66·17	M. & S. M. R. Co.	...	...	...	...
	Total	...	...	73·60	...	73·60	19·08	92·68	...	...	...	...	...
	2′ 6″ gauge. *Nil.*												
	2′ 0″ gauge. *Nil.*												
	TOTAL FOREIGN LINES.	...	...	73·60	...	73·60	19·08	92·68	...	—	...	...	...
	GRAND TOTAL OF ALL RAILWAYS	...	...	29,307·78	2,182·14	31,489·92 (d)	6,180·28	39,881·11	...	...	...	...	909·19 (e)

(*d*) For previous years' figures see Appendix 3 of the Report for 1908.

(*e*) This is the actual mileage opened. The *net* mileage added (*i.e.*, mileage actually opened, *plus* or *minus* corrections of mileage, due to remeasurements, abandonments, etc.) during 1909 is 913·51 miles. For net mileage added in previous years see Appendix 3 to the Report for 1908.

1—*concluded.*

sanctioned for construction.

(1) to (4) of Appendix 8 to the Report for 1908.]

MILEAGE OPENED FROM 1st JANUARY TO 31st MARCH 1910.				MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1909.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1st JANUARY TO 31st MARCH 1910.					Serial No.	Remarks.
	Section opened.					Section sanctioned					Section sanctioned				
Date of opening	From	To	Mileage opened.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.	Date of sanction.	Agency for construction.	om	To	Mileage sanctioned.		
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	...	124·43	...	...	...	...	2,802·67	...	...	...	...	59·84	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
BY COMPANIES—*concld.*															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	111	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	112	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	113	(*a*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line referred to in (*d*) on page 27.
...	...	...	...	13-3-09	N. G. S. Ry. Co.	Purna	Hingoli	50·26	...	...	...	...	...	114	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	..	...	...	115	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	116	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	117	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	118	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	119	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	120	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	121	
...	...	...	...	...	...	...	...	50·26	...	...	...	...	...		
...	...	...	...	5-1-09	B. B. & C. I. Ry. Co.	Motipura.	Kaletia	(*b*)12·50	17-1-10	B.B. & C.I. Ry. Co.	Dabhoi	Jarod	(*c*)24·78	122	(*b*) Not commenced.
				5-1-09	Do.	Ghantoli	Songir	(*b*)2·25							(*c*) Work commenced.
				22-1-09	Do.	Miyagam	Sinor	(*c*)20·02							
...	...	...	...	18-10-07	B. B. & C. I. Ry. Co.	Kosamba	Zankavav	26·44	...	...	...	...	...	123	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	124	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	125	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	126	
...	...	...	...	...	...	...	...	61·21	...	...	...	...	24·78		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	127	
...	...	...	...	...	...	...	...	111·47	...	...	...	...	24·78		
BY STATE RAILWAY AGENCY.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	128	The British section of this railway forms an integral portion of the N. W. State railway.
...	...	...	...	13-8-09	N. W. Ry.	Khanpur	Chachran	23·27	...	...	...	...	...	129	Not commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	130	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	131	
...	...	...	...	...	...	...	...	23·27	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	132	
...	...	...	...	...	...	...	...	23·27	...	...	...	...	...		
LINES.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	133	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	134	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	135	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	124·43	...	...	...	...	2,937·41	...	...	...	...	84·62		

APPEN

(*i*) *Capital* outlay during *the year and* (*ii*)

[Previous figures relating to columns 4 to 6 and 8 will be found in Appendix 7, and those relating to

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Capital *outlay during* the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Balance of stores not finally charged off in the accounts + or —, as compared with previous year.	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
		PART I.							
		RAILWAYS THE TRANSACTIONS OF WHICH *PASS* THROUGH THE GOVERNMENT ACCOUNTS.							
		I.—State lines worked by the State.							
3	(*a*)	Eastern Bengal State . . . . 5′ 6″ gauge	...	26,54	28,61	4,23	59,38	12,42,24	...
3	(*b*)	Eastern Bengal State . . 3′ 3⅜″ and 2′ 6″ gauges	...	22,52	41,78	—*3,88*	60,42	10,13,48	...
8	(*a*)	North Western, Commercial section . 5′ 6″ gauge	19,30	1,86,46	1,85,14	—*68,29*	3,22,61	48,11,05	...
		„ „ Military „ . . „	8	—*1*	5,12	—*4,66*	53	17,60,03	48,35
8	(*h*)	Kalka-Simla . . . . . 2′ 6″ gauge	...	4,31	5,34	...	9,65	1,88,15	...
8	(*i*)	Kohat-Thal . . . . . „	...	...	4	...	4	42,69	...
8	(*j*)	Nowshera-Durgai . . . . . „	...	...	—*6*	...	—6	25,65	...
9	(*a*)	Oudh and Rohilkhand . . . . 5′ 6″ gauge	8,75	31,47	34,07	—*13,98*	60,31	16,70,39	15,54
9	(*c*)	Cawnpore-Burhwal . . . . 3′ 3⅜″ gauge						25,11	
40	(*a*)	Jorhat . . . . . 2′ 0″ gauge	...	9	7	7	23	9,17	...
		TOTAL .	28,13	2,71,38	3,00,11	—*86,51*	5,13,11	1,07,87,96	63,89
		II.—State lines worked by Companies.							
1	(*a*)	Bengal-Nagpur . . . . 5′ 6″ gauge	29,24	54,96	29,41	4,08	1,17,69	29,10,98	16,04
1	(*b*)	Gondia-Chanda . . . . 2′ 6″ gauge	18,03	16,11	—*8*	—*3*	34,03	3,12,33	13,83
1	(*c*)	Jubbulpore-Gondia Extension . . „							
1	(*f*)	Purulia-Ranchi . . . . . „							
1	(*g*)	Raipur-Dhamtari . . . . . „							
2	(*a*)	Bombay, Baroda and Central India . . 5′ 6″ gauge	...	42,52	17,83	9,40	69,75	(*a*)13,54,92	...
2	(*b*)	Godhra-Ratlam-Nagda . . . . „	...	...	3,09	...	3,09	1,84,95	...
2	(*c*)	Nagda-Muttra . . . . . „	40,13	7,08	...	—*4,61*	42,60	3,78,34	...
2	(*l*)	Palanpur-Deesa (British section) . 3′ 3⅜″ gauge	...	...	—*1*	..	—*1*	2,46	[redacted]
2	(*m*)	Rajputana-Malwa . . . . . „	...	16,73	6,66	14,02	37,41	15,19,13	...
4	(*a*)	East Indian . . . . . 5′ 6″ gauge	22,74	1,37,59	48,11	—*54,66*	1,53,78	57,76,84	46,74
		Carried over .	1,10,14	2,74,99	1,05,01	—*31,80*	4,58,34	1,24,99,95	76,61

NOTE 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—

(*i*) In the case of railways purchased from the old Guaranteed Companies* the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

* East Indian.
Eastern Bengal.
Oudh and Rohilkhand.
Sindh-Punjab and Delhi (North Western).
South Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras (now included under the Madras and Southern Mahratta and South Indian railway systems).

(*ii*) In the case of railways, constructed from State funds as well as in the case of lines purchased† out of funds provided by the State for the construction of railways, the total expenditure as recorded in rupees in India has been converted at Rs. 15=£1.

† Nilgiri (South Indian railway).
Sagauli-Raxaul (Tirhoot State railway).
Brahmaputra-Sultanpur. } Eastern Bengal
Ranaghat-Krishnagar. } State railway.

(*iii*) In the case of Companies' lines, and those‡ guaranteed under modern contracts branch lines and private companies, as well as Native State lines and lines in Foreign territory, if the capital was raised or advanced by the State in sterling, the sterling figures have been taken. And if it was raised or advanced in rupees the expenditure has been converted from rupees at £1=Rs. 15.

‡ Assam-Bengal.
Bengal-Nagpur.
Bengal Central (Eastern Bengal State railway).
Burma.
Indian Midland.
Lucknow-Bareilly.
Mysore.
Madras and Southern Mahratta.

DIX 2.

Total capital outlay *to* end *of the year 1909.*

columns 17 to 19 in Appendix 8, to the Report for 1908. The remainder is new matter.]

Total Capital outlay TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts.)		Total capital outlay, including ferries and susponse.		Grand total (Columns 17 & 18).				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track including s'dings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
2,45	1,42	18,92	...	99,60	...	13,60,76	...	13,60,76	17,118	(a)	3	
1,08	89	29,21	...	4,21	...	10,46,90	...	10,46,90		(b)	3	
2,00	1,36	39,89	...	3,00,29	...	51,51,23	...	51,51,23		(a)	8	
1,52	1,24	2,64	...	...	13,93	17,62,67	62,28	18,24,95		...	...	
3,14	2,80	...	...	...	...	1,88,15	...	1,88,15	51,240	(h)	8	
69	66	...	...	...	...	42,69	...	42,69		(i)	8	
64	56	28	...	...	...	25,93	...	25,93		(j)	8	
1,31	1,11	...	...	67,46	1	17,37,85	15,55	17,53,40	14,982	(a)	9	
...	...	...	...	...	...	25,11	...	25,11		(c)	9	
29	...	...	...	36	...	9,53	...	9,53	64	(a)	40	
...	...	90,94	...	4,71,92	13,94	1,13,50,82	77,83	1,14,28,65	83,404			
1,63	1,29	38,90	...	99,35	2	30,49,23	16,06	30,65,29	23,447	(a)	1	
										(b)	1	
56	52	...	...	...	5	3,12,33	13,88	3,26,21		(c)	1	
										(f)	1	
										(g)	1	
2,67	1,51	...	...	63,77	...	14,18,69	...	14,18,69	12,088	(a)	2	(a) Includes the capital outlay on the Patri branch (Rs. 8,08,405).
1,31	1,17	...	...	...	...	1,84,95	...	1,84,95	1,233	(b)	2	
1,11	99	...	...	7,67	...	3,86,01	...	3,86,01	2,573	(c)	2	
(b)25	(b)23	...	...	...	...	2,46	...	2,46	16	(l)	2	(b) Including the Native State section.
85	71	...	...	1,00,77	...	16,19,90	...	16,19,90	10,799	(m)	2	
2,61	1,56	19,56	...	1,83,85	2	59,80,25	46,76	60,27,01	48,372	(a)	4	
...	...	58,46	...	4,55,41	9	1,29,53,82	76,70	1,30,30,52	98,528			

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000 @ Rs. 15 = £1	=	9,82,50,000
Eastern Bengal railway	1,136,437 ,,	=	1,70,46,555
Sindh-Punjab and Delhi railway	2,933,804 ,,	=	4,40,07,060
South Indian railway	989,277 ,,	=	1,48,39,155
Oudh and Rohilkhand railway	1,036,049 ,,	=	1,55,40,735
Great Indian Peninsula railway	14,859,218 ,,	=	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280 ,,	=	6,20,29,200
Madras railway	2,561,928 ,,	=	3,84,28,920

APPEN

(*i*) *Capital* outlay during *the year and* (*ii*)

[Previous figures relating to columns 4 to 6 and 8 will be found in Appendix 7, and those relating to

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Capital *outlay during* the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Balance of stores not finally charged off in the accounts + or —, as compared with previous year.	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
		PART I—*concld.*							
		Brought forward .	1,10,14	2,74,99	1,05,01	—*31,80*	4,58,34	1,24,39,95	*76,61*
		II.—State lines worked by Companies—*concld.*							
5	(*a*)	Great Indian Peninsula . . . . 5′ 6″ gauge	16,69	23,33	27,08	—*75,46*	—*8,36*	35,37,65	51,79
5	(*b*)	Agra-Delhi Chord . . . . „	...	...	2,56	...	2,56	1,30,69	...
5	(*c*)	Baran-Kotah . . . . . „	...	4,07	2,06	...	6,13	45,52	...
5	(*d*)	Bhopal-Itarsi (British section) . . „	...	...	(*a*) 93	...	(*a*) 93	36,27	...
5	(*g*)	Indian Midland . . . . „	...	45,96	12,82	...	58,78	12,27,71	...
6	(*a*)	Madras and Southern Mahratta . . „	...	21,61	28,83	—*13,16*	37,28	16,56,03	...
6	(*c*)	Madras and Southern Mahratta . 3′ 3¾″ gauge	1,72	4,06	4,02	10,10	19,90	12,81,73	1,72
6	(*f*)	Dhone-Kurnool . . . . . „	...	...	1,26	...	1,26	9,25	...
6	(*j*)	Mysore section (M. and S. M.) . „	...	(*b*) 96	(*b*) 50	(*b*) 1,14	2,60	1,69,32	...
7	(*b*)	Bezwada extension . . . . . 5′ 6″ gauge	...	...	22	...	22	12,06	...
10	(*a*)	South Indian . . . . . „	...	4,90	1,70	—*5,29*	1,31	6,21,93	...
10	(*b*)	South Indian . . . . . 3′ 3¾″ gauge	...	14,26	16,29	15,20	45,75	7,71,56	...
10	(*d*)	Nilgiri . . . . . „	...	50	2,20	—*20*	2,50	70,08	...
10	(*j*)	Morappur-Dharmapuri . . . 2′ 6″ gauge	84	...	2	—*4*	82	8,28	84
10	(*k*)	Tirupattur-Krishnagiri . . . „	...	...	...	...	...	10,73	...
10	(*h*)	Tinnevelly-Quilon (Travancore) (British section) . . . . 3′ 3¾″ gauge	...	...	3	...	3	43,93	...
10	(*i*)	Tinnevelly-Quilon (Travancore) (Native State section) . . . „	...	...	—*1*	...	—*1*	1,17,75	...
11	(*a*)	Assam-Bengal . . . . . „	6,10	16,10	24,32	—*5,65*	40,87	13,27,59	22,51
12	(*b*)	Tirhoot . . . . . „	—*20*	3,44	8,57	—*3,30*	8,51	7,05,58	5,14
15	(*a*)	Burma . . . . . „	...	11,78	25,82	—*1,27*	36,33	14,83,29	...
15	(*b*)	Burma Extensions . . . . „	9,90	2,27	...	—*56*	11,61	2,07,50	24
18	(*c*)	Jodhpur-Hyderabad (British section) . „	..	...	—6	21	15	40,41	...
20	(*b*)	Lucknow-Bareilly . . . . . „	8,26	1,02	3,15	3,89	16,32	1,23,48	[illegible]8,65
		Total .	1,53,45	4,29,25	2,67,32	—*1,06,19*	7,43,83	2,60,78,34	1,67,50
		III.—Companies' lines guaranteed by Government under modern contracts.							
9	(*b*)	Hardwar-Dehra . . . . . 5′ 6″ gauge	...	...	21	...	21	29,65	...
		Total .	...	...	21	...	21	29,65	...
		IV.—Leased lines.							
4	(*c*)	South-Behar . . . . . 5′ 6″ gauge	...	...	...	...	...	1,19,77	...
		Total .	...	...	...	...	...	1,19,77	...
		V.—Lines wholly under construction—By State Agency.							
		Lower Ganges bridge . . . . 5′ 6″ gauge	8,68	...	...	11,03	19,71	...	8,75
		Total .	8,68	...	...	11,03	19,71	...	8,75
		Total Unclassified Expenditure .	...	...	...	...	...	...	...
		TOTAL PART I .	1,90,26	7,00,63	5,67,64	—*1,81,67*	12,76,86	3,70,15,72	2,40,14

DIX 2—*contd.*

Total capital outlay to end *of the year 1909.*

columns 17 to 19 in Appendix 8, to the Report for 1908. The remainder is new matter.]

Total Capital outlay TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay including ferries and suspense.		Grand total (Columns 17 and 18.)				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
...	...	58,46	...	4,55,41	9	1,29,53,82	76,70	1,30,30,52	98,528			
2,21	1,79	...	...	1,39,07	...	36,76,72	51,79	37,28,51	31,754	(*a*)	5	
1,04	81	...	...	...	...	1,30,69	...	1,30,69	871	(*b*)	5	
1,13	1,04	...	...	...	...	45,52	...	45,52	303	(*c*)	5	
2,77	...	...	...	...	...	36,27	...	36,27	242	(*d*)	5	(*a*) Includes the expenditure on the Native State section also.
1,51	1,25	...	...	...	...	12,27,71	...	12,27,71	9,367	(*g*)	5	
1,60	1,29	...	...	50,49	...	17,06,52	...	17,06,52	23,120	(*a*)	6	
85	76	...	...	33,34	...	13,15,07	1,72	13,16,79		(*c*)	6	
29	27	...	...	...	...	9,25	...	9,25	62	(*f*)	6	
58	52	...	...	6,31	...	1,75,63	...	1,75,63	1,303	(*j*)	6	(*b*) Includes also the expenditure incurred on the Birur-Shimoga, Hindupur and Mysore Nanjangud railways.
56	54	...	...	...	...	12,06	...	12,06	80	(*b*)	7	
1,39	1,19	...	...	21,60	...	6,43,58	...	6,43,58		(*a*)	10	
88	76	...	...	52,23	...	8,23,79	...	8,23,79		(*b*)	10	
2,42	2,22	...	...	24	...	70,32	...	70,32	12,626	(*d*)	10	
45	43	...	...	10	...	8,38	84	9,22	...	(*j*)	10	
42	40	...	...	13	...	10,86	...	10,86	...	(*k*)	10	
87	...	...	...	...	...	43,93	...	43,93	293	(*h*)	10	
2,03	...	21	...	1	...	1,17,97	...	1,17,97	786	(*i*)	10	
1,62	1,41	57,47	...	23,30	58	14,08,36	23,09	14,31,45	9,381	(*a*)	11	
92	77	11,78	...	20,11	...	7,37,47	5,14	7,42,61	4,951	(*b*)	12	
1,11	90	17,37	...	49,63	...	15,50,29	...	15,50, 9	9,510	(*a*)	15	
1,11	95	2,09	...	1,63	...	2,11,22	24	2,11,46	1,410	(*b*)	15	
33	29	26	...	2,26	...	42,93	...	42,93	286	(*c*)	18	
52	45	73	...	10,00	96	1,34,21	9,61	(*c*)1,43,82	(*c*)984	(*b*)	20	(*c*) Includes the outlay of Rs. 1,271 thousand or £85 thousand on State works incurred from the joint debenture stock.
...	...	1,48,37	...	8,65,86	1,63	2,70,92,57	1,69,13	2,72,61,70	2,05,857			
93	83	...	...	...	...	29,65	...	29,65	198	(*b*)	9	
...	...	...	...	...	...	29,65	...	29,65	198			
1,51	1,38	...	...	...	...	1,19,77	...	1,19,77	798	(*c*)	4	
...	...	...	...	...	...	1,19,77	...	1,19,77	798			
...	...	...	...	...	11,03	...	19,78	19,78	132			
...	...	...	...	...	11,03	...	19,78	19,78	132			
...	...	...	...	...	...	...	...	79,91	533			
...	...	2,39,31	...	13,37,78	26,60	3,85,92,81	2,66,74	3,89,39,46	290,922			

APPEN

(*i*) *Capital* outlay during *the year and*

[Previous figures relating to columns 4 to 6 and 8 will be found in Appendix 7, and those relating to

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Capital *outlay during* the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Balance of stores not finally charged off in the accounts + or —, as compared with previous year.	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
		PART II. **RAILWAYS THE TRANSACTIONS OF WHICH *DO NOT PASS* THROUGH THE GOVERNMENT ACCOUNTS.**							
		I.—District Boards' lines.							
6	(*d*)	Bezwada-Masulipatam . . . . 3′ 3⅜″ gauge	...	...	1,22	...	1,22	21,24	...
10	(*g*)	Tanjore District Board . . . . „ „	...	...	3	...	3	48,09	...
		TOTAL .	...	...	1,25	...	1,25	69,33	...
		II.—Branch line Companies' railways assisted by Government under "Rebate" terms.							
2	(*g*)	Tapti Valley . . . . . 5′ 6″ gauge	...	...	19	...	19	1,31,10	...
2	(*h*)	Ahmedabad-Dholka . . . . . 3′ 3⅜″ gauge	...	...	14	...	14	11,05	...
2	(*i*)	Ahmedabad-Parantij . . . . . „ „	...	3	4	...	7	20,33	...
3	(*c*)	Mymensing-Jamalpur-Jagannathganj . „ „	...	...	33	...	33	24,84	...
8	(*b*)	Amritsar-Patti . . . . . 5′ 6″ gauge	2,51	...	48	2	3,01	15,36	2,51
8	(*f*)	Southern Punjab . . . . . „	...	...	2,47	...	2,47	2,35,70	...
8	(*g*)	Southern Punjab, "Ludhiana" extension „	...	...	1,18	—4	1,14	89,13	...
		TOTAL .	2,51	3	4,83	—2	7,35	5,27,51	2,51
		III.—Assisted Companies' lines.							
		(*a*) Subsidized by the Government of India.							
4	(*b*)	Delhi-Umballa-Kalka . . . . 5′ 6″ gauge	4,86	...	26	...	5,12	1,60,31	6,17
20	(*a*)	Rohilkund and Kumaon . . . 3′ 3⅜″ gauge	1,15	1,21	2,37	—3,57	116	1,35,16	1,23
		TOTAL .	6,01	1,21	2,63	—3,57	6,28	2,95,47	7,40
		(*b*) Subsidized by Local Governments.							
17	(*a*)	Dibru-Sadiya . . . . . 3′ 3⅜″ gauge	75	1,37	28	...	2,40	90,46	3,47
36	(*a*)	Darjeeling-Himalayan . . . . 2′ 0″ gauge	...	9	24	1,66	1,99	36,07	...
		TOTAL .	75	1,46	52	1,66	4,39	1,26,53	3,47
		(*c*) Subsidized by District Boards.							
13	(*a*)	Bengal-Dooars . . . . . 3′ 3⅜″ gauge	...	...	61	...	61	27,05	...
24	(*a*)	Baraset-Basirhat Light . . . . 2′ 6″ gauge	2,79	58	21	10	3,68	14,01	...
26	(*a*)	Bukhtiarpore-Behar Light . . . „	2,70	14	17	—5	2,96	11,82	[illegible]
34	(*a*)	Tezpore-Balipara Light . . . . „	...	...	...	...	...	4,87	...
37	(*a*)	Howrah-Amta Light . . . . 2′ 0″ gauge	...	...	19	4	23	20,73	...
38	(*a*)	Howrah-Sheakhala Light . . . „	...	12	...	5	17	6,33	...
		TOTAL .	5,49	84	1,18	14	7,65	84,81	...
		(*d*) Receiving land only from Government.							
4	(*d*)	Tarkessur . . . . . 5′ 6″ gauge	...	...	...	...	...	18,02	...
5	(*i*)	Matheran . . . . . 2′ 0″ gauge	...	24	33	...	57	11,12	...
12	(*a*)	Bengal and North-Western . . . 3′ 3⅜″ gauge	32,54	4,11	9,88	6,80	53,33	7,58,27	43,16
13	(*b*)	Bengal-Dooars extensions . . . „	...	...	36	11	47	89,83	...
16	(*a*)	Deoghur . . . . . „	...	...	...	...	...	2,97	...
18	(*d*)	Mirpur Khas-Jhudo . . . . . „	...	...	2,29	...	2,29	7,37	...
20	(*c*)	Powayan Light . . . . . 2′ 6″ gauge	...	...	...	...	...	8,95	...
25	(*a*)	Barsi Light . . . . . „	2,33	1,10	1,39	3,78	8,60	49,30	3,43
32	(*a*)	Shahdara (Delhi)-Saharanpur Light . „	...	19	—5	7	21	41,25	...
		TOTAL .	34,87	5,64	14,20	10,76	65,47	9,87,08	46,59

DIX 2—*contd.*

(*ii*) *Total capital* outlay *to* end *of the year 1909.*

columns 17 to 19 in Appendix 8, to the Report for 1908. The remainder is new matter.]

Total Capital outlay TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, including ferries and suspense.		Grand total (Columns 17 & 18).				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
41	36	...	...	...	...	21,24	...	21,24	142	(*d*)	6	
47	43	...	...	...	...	48,09	...	48,09	321	(*g*)	10	
...	...	...	...	...	...	69,33	...	69,33	463			
84	79	...	...	...	...	1,31,10	...	1,31,10	874	(*g*)	2	
33	31	...	...	...	...	11,05	...	11,05	74	(*h*)	2	
37	32	...	...	...	...	20,33	...	20,33	136	(*i*)	2	
46	39	...	...	...	...	24,84	...	24,84	166	(*c*)	3	
56	48	...	...	...	1	15,36	2,52	17,88	119	(*b*)	8	
56	48	...	...	...	...	2,35,70	...	2,35,70	1,436	(*f*)	8	
59	52	...	...	1	...	89,14	...	89,14	595	(*g*)	8	
...	...	...	...	1	1	5,27,52	2,52	5,30,04	3,400			
99	88	...	...	...	9	1,60,31	6,26	1,66,57	1,181	(*b*)	4	
67	59	...	...	53	2	1,35,69	1,25	1,36,94	947	(*a*)	20	
...	...	...	...	53	11	2,96.00	7,51	3,03,51	2,128			
117	99	22	...	1,50	...	92,18	3,47	95,65	638	(*a*)	17	
71	65	...	...	1,66	...	37,73	...	37,73	252	(*a*)	36	
...	...	22	...	3,16	...	1,29,91	3,47	1,33,38	890			
74	65	1,35	...	...	...	28,40	...	28,40	183	(*a*)	13	
41	...	...	...	20	...	14,21	...	14,21	95	(*a*)	24	
42	...	...	...	15	...	11,97	...	11,97	80	(*a*)	26	
24	23	...	...	...	...	4,87	...	4,87	32	(*a*)	34	
47	...	...	...	1,08	...	21,81	...	21,81	145	(*a*)	37	
32	...	...	...	18	...	6,51	...	6,51	43	(*a*)	38	
...	...	1,35	...	1,61	...	87,77	...	87,77	578			
81	70	...	...	...	...	18,02	...	18,02	120	(*d*)	4	
...	...	...	...	...	...	11,12	...	11,12	74	(*i*)	5	
69	60	24,02	...	11,91	7,17	7,94,20	50,33	8,44,53	5,882	(*a*)	12	
77	71	...	...	1,53	...	91,36	...	91,36	610	(*b*)	13	
63	...	...	...	5	...	3,02	...	3,02	20	(*a*)	16	
15	14	...	...	...	...	7,37	...	7,37	49	(*d*)	18	
23	23	...	...	...	...	*8,95	...	8,95	60	(*c*)	20	
63	57	...	...	26	4,15	49,56	7,58	57,14	381	(*a*)	25	
45	41	...	...	31	...	41,56	...	41,56	277	(*a*)	32	
...	...	24,02	...	14,06	11,32	10,25,16	57,91	10,83,07	7,473			

*Includes the expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.

APPEN

(i) *Capital* outlay during *the year and*

[Previous figures relating to columns 4 to 6 and 8 will be found in Appendix 7, and those relating to

Classification No. of Railway (Detailed in "Index" to Appendix 9j).		Railways.	Capital *outlay during* the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Balance of stores not finally charged off in the accounts + or —, as compared with previous year.	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
		PART II.—*contd.*							
		IV.—Unassisted Companies' lines.							
17	(*b*)	Ledo and Tikak-Margherita . . . 3′ 3⅜″ gauge	...	...	...	...	...	16,94	...
33	(*a*)	Tarakeshwar-Magra Light . . . 2′ 6″ gauge	...	15	4	...	19	10,81	...
		Total .	...	15	4	...	19	27,75	...
		V.—Native State lines.							
		(*a*) Worked by Native States.							
14	(*a*)	Bhavnagar-Gondal-Junagad-Porbandar . 3′ 3⅜″ gauge	3,50	91	50	2,90	7,81	1,80,78	3,50
14	(*b*)	Dhrangadra . . . . . ,,	...	...	1	...	1	5,86	...
14	(*c*)	Jamnagar . . . . . ,,	...	—2	...	...	—2	23,16	...
14	(*d*)	Jetalsar-Rajkot . . . . . ,,	...	...	2	...	2	16,03	...
18	(*a*)	Jodhpur . . . . . ,,	5,54	1,18	—1,13	—81	4,78	1,38,25	2
18	(*b*)	Bikaner . . . . . ,,	13,40	1,91	—4,15	...	11,16	54,57	16,06
19	(*a*)	Morvi (including 2′ 6″ gauge) . . . ,,	...	1,65	22	—34	1,53	47,50	...
21	(*a*)	Udaipur-Chitorgarh . . . . . ,,	...	19	...	...	19	20,96	...
28	(*a*)	Cutch . . . . . 2′ 6″ gauge	...	...	...	...	...	9,43	...
30	(*a*)	Dholpur-Bari . . . . . ,,	...	—17	—11	...	—28	6,92	...
		Total .	22,44	5,65	—4,64	1,75	25,20	5,03,46	19,58
		(*b*) Worked by Companies.							
1	(*d*)	Mourbhanj . . . . . 2′ 6″ gauge	...	1	...	...	1	7,20	...
1	(*e*)	Parlakimedi Light . . . . . ,,	...	2	1	...	3	7,17	...
2	(*d*)	Nagda-Ujjain . . . . . 5′ 6″ gauge	...	...	...	...	...	22,40	...
2	(*e*)	Petlad-Cambay (Anand-Tarapur section) ,,	...	...	...	...	...	11,21	...
2	(*f*)	Petlad-Cambay (Tarapur-Cambay section) ,,	...	...	39	...	39	8,50	...
2	(*j*)	Gaekwar's Mehsana . . . . 3′ 3⅜″ gauge	...	...	2,23	—85	1,38	59,40	...
2	(*k*)	Jaipur . . . . . ,,	...	...	1	...	1	24,02	...
2	(*l*)	Palanpur-Deesa (Native State section) . ,,	...	...	...	...	...	1,85	...
2	(*n*)	Vijapur-Kalol-Kadi . . . . . ,,	...	...	1	...	1	13,08	...
2	(*o*)	Gaekwar's Dabhoi . . . . . 2′ 6″ gauge	...	52	16	—2	66	25,73	...
2	(*p*)	Rajpipla . . . . . ,,	...	8	6	—6	8	13,61	...
5	(*d*)	Bhopal-Itarsi (Native State section) . 5′ 6″ gauge	...	...	...	...	...	50,00	...
5	(*e*)	Bhopal-Ujjain . . . . . ,,	...	...	10	...	10	78,73	...
5	(*f*)	Bina-Goona-Baran . . . . . ,,	...	...	12	...	12	1,00,09	...
5	(*h*)	Gwalior Light . . . . . 2′ 0″ gauge	5,30	...	1,29	—4,53	2,06	66,80	...
6	(*b*)	Kolar Gold-Fields . . . . . 5′ 6″ gauge	...	...	5	—4	1	12,02	...
6	(*e*)	Birur-Shimoga . . . . . 3′ 3⅜″ gauge	...	...	...	...	...	24,25	...
6	(*g*)	Hindupur (Yesvantpur-Mysore Frontier) ,,	...	...	(*a*)	(*a*)	(*a*)	24,98	...
6	(*h*)	Kolhapur . . . . . ,,	...	...	...	...	...	23,26	...
6	(*i*)	Mysore-Nanjangud . . . . . ,,	...	(*a*)	(*a*)	(*a*)	(*a*)	6,56	...
6	(*k*)	Sangli . . . . . ,,	...	...	4	...	4	1,70	...
7	(*a*)	Nizam's Guaranteed State . . . 5′ 6″ gauge	...	68	1,81	3,61	6,10	4,50,59	...
7	(*c*)	Hyderabad-Godavari Valley . . . 3′ 3⅜″ gauge	73	52	88	2,68	4,81	2,72,05	1,99
10	(*f*)	Shoranur-Cochin . . . . . ,,	...	...	25	17	42	69,04	...
		Total .	6,03	1,83	7,41	96	16,23	13,68,24	1,99

DIX 2 —*contd.*

(*ii*) *Total capital* outlay *to* end *of the year 1909.*

columns 17 to 19 in Appendix 8, to the Report for 1908. The remainder is new matter.]

Total CAPITAL *outlay* TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, including ferries and suspense.		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
3,08	1,29	...	...	...	...	16,94	...	16,94	113	(*b*)	17	
32	31	1	...	24	...	11,06	...	11,06	74	(*a*)	33	
...	...	1	...	24	...	28,00	...	28,00	187			
55	49	...	...	6,90	30	1,87,38	3,80	1,91,48	1,277	(*a*)	14	
28	26	...	...	...	...	5,86	...	5,86	39	(*b*)	14	
46	43	...	...	9	...	23,25	...	23,25	155	(*c*)	14	
35	32	...	...	...	...	16,03	...	16,03	107	(*d*)	14	
26	25	...	...	4,80	...	1,43,05	2	1,43,07	954	(*a*)	18	
22	20	...	...	92	3,81	55,49	19,87	75,36	502	(*b*)	18	
51	46	...	...	46	...	47,96	...	47,96	320	(*a*)	19	
31	29	...	...	...	...	20,96	...	20,96	140	(*a*)	21	
26	24	...	...	...	...	9,43	...	9,43	63	(*a*)	28	
35	29	...	...	...	...	6,92	...	6,92	46	(*a*)	30	
...	...	...	...	13,17	4,11	5,16,63	23,69	5,40,32	3,603			
22	21	...	...	...	...	7,20	...	7,20	48	(*d*)	1	
29	27	...	...	...	...	7,17	...	7,17	48	(*e*)	1	
65	63	...	...	...	...	22,40	...	22,40	149	(*d*)	2	
52	48	...	...	11	...	11,32	...	11,32	75	(*e*)	2	
69	59	...	...	...	...	8,50	...	8,50	57	(*f*)	2	
39	35	...	...	4	...	53,44	...	53,44	356	(*j*)	2	
33	30	...	...	...	...	24,02	...	24,02	160	(*k*)	2	
...	...	...	...	...	...	1,85	...	1,85	12	(*l*)	2	
32	29	...	...	...	...	13,08	...	13,08	87	(*n*)	2	
27	25	...	...	27	...	26,00	...	26,00	173	(*o*)	2	
36	33	...	...	...	...	13,61	...	13,61	91	(*p*)	2	
113	*107	...	...	...	...	50,00	...	50,00	363	(*d*)	5	* Including the British Section.
70	64	...	...	...	...	78,73	...	78,73	525	(*e*)	5	
69	64	...	...	...	...	1,00,09	...	1,00,09	667	(*f*)	5	
27	26	...	...	1,39	...	68,19	...	68,19	455	(*h*)	5	
1,22	77	...	...	7	...	12,09	...	12,09	81	(*b*)	6	
64	57	...	...	1	...	24,26	...	24,26	162	(*e*)	6	(*a*) Included with the Mysore Section (M. and S. M. Ry.)
48	45	...	...	...	...	24,98	...	24,98	167	(*g*)	6	
79	75	...	...	...	...	23,26	...	23,26	155	(*h*)	6	
42	39	...	..	...	...	6,56	...	6,56	44	(*i*)	6	
35	33	...	...	...	...	1,70	..	1,70	11	(*k*)	6	
1,28	113	...	...	17,35	...	4,67,94	...	4,67,94	3,599	(*a*)	7	
70	62	...	...	2,19	2,86	2,74,24	4,85	2,79,09	1,843	(*c*)	7	
1,07	97	...	...	82	...	69,86	...	69,86	466	(*f*)	10	
...	...	...	...	22,25	2,86	13,90,49	4,85	13,95,34	9,764			

APPEN

(*i*) *Capital* outlay during *the year and*

[Previous figures relating to columns 4 to 6 and 8 will be found in Appendix 7, and those relating to

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Capital *outlay during* the year (in thousands of rupees).					Total capital outlay on final heads. (excluding ferries,)	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling stock.	On improvement of existing lines.	Balance of stores not finally charged off in the accounts + or −, as compared with previous year.	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
		PART II—*concluded.*							
		(c) Worked by State railway agency.							
3	(*d*)	Cooch-Behar . . . . . 2′ 6″ gauge	2,37	...	37	—*20*	2,54	15,31	2,37
8	(*c*)	Jammu and Kashmir (Native State section). 5′ 6″ gauge	...	...	7	...	7	10,01	...
8	(*d*)	Ludhiana-Dhuri-Jakhal . . . . . „	...	...	3	...	3	41,89	...
8	(*e*)	Rajpura-Bhatinda . . . . . „	...	...	17	...	17	68,69	...
		TOTAL .	2,37	...	64	—*20*	2,81	1,35,90	2,37
		VI.—Lines in Foreign Territory.							
6	(*l*)	West of India Portuguese . . 3′ 3¾″ gauge	...	...	...	...	...	1,70,71	...
10	(*c*)	Karaikkal-Peralam . . . . . „	...	...	...	...	...	7,24	...
10	(*e*)	Pondicherry . . . . . „	...	...	...	...	...	5,69	...
		TOTAL .	...	...	...	...	...	1,83,64	...
		VIII.—Lines wholly under construction—By Private Companies.							
8	(*m*)	Sutlej Valley . . . . . 5′ 6″ gauge	84,53	..	...	...	84,53	...	91,63
15	(*d*)	Madaya Obo Light . . . . . 2′ 6″ gauge	1,62	...	...	...	1,62	..	1,62
23	(*a*)	Bangalore-Chickballapur . . . . „	25	...	...	...	25	...	25
27	(*a*)	Champaner-Shivrajpur . . . . „	2,81	16	...	22	3,19	...	2,97
29	(*a*)	Dehri-Rhotas Light . . . . . „	1,13	...	...	...	1,13	...	1,13
31	(*a*)	Dwara-Therria Light . . . . . „	...	...	...	...	...	...	10,02
39	(*a*)	Jagadhri Light . . . . . 2′ 0″ gauge	6	...	...	...	6	...	6
		TOTAL .	90,40	16	...	22	90,78	...	1,07,68
		IX.—By Native States.							
2	(*q*)	Kosamba-Zankavav . . . . . 2′ 6″ gauge	6,01	50	...	76	7,27	...	6,79
		TOTAL .	6,01	50	...	76	7,27	...	6,79
		TOTAL PART II .	1,76,88	17,47	28,06	12,46	2,34,87	43,09,72	1,98,38
		GRAND TOTAL .	3,67,14	7,18,10	5,95,70	—*1,69,21*	15,11,73	4,13,25,44	4,38,52

DIX 2—*concld.*

(*ii*) *Total capital* outlay *to* end *of the year 1909.*

[Columns 17 to 19 in Appendix 8, to the Report for 1908. The remainder is new matter.]

Total CAPITAL *outlay* TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, including ferries and suspense.		Grand total (columns 17 and 18).				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousand of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
46	42	4	...	...	...	15,35	2,37	17,72	118	(*d*)	8	
63	52	...	...	...	...	10,01	...	10,01	67	(*c*)	8	
53	50	...	...	...	...	41,89	...	41,89	279	(*d*)	8	
65	57	...	...	...	...	68,69	...	68,69	458	(*e*)	8	
...	...	4	...	...	...	1,35,94	2,37	1,38,31	922			
3,34	2,58	...	...	...	...	1,70,71	...	1,70,71	1,407	(*l*)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(*c*)	10	
72	58	...	...	...	...	5,69	...	5,69	38	(*e*)	10	
...	...	...	...	...	...	1,83,64	...	1,83,64	1,493			
...	...	...	...	...	14,89	...	1,06,52	1,06,52	710	(*m*)	8	
...	...	...	...	...	...	...	1,62	1,62	11	(*d*)	15	
...	...	...	...	...	...	...	25	25	2	(*a*)	23	
...	...	...	...	...	22	...	3,19	3,19	21	(*a*)	27	
...	...	...	...	...	...	...	1,13	1,13	8	(*a*)	29	
...	...	...	...	...	...	...	10,02	10,02	67	(*a*)	31	
...	..	...	...	...	...	...	6	6	...	(*a*)	39	
...	...	...	..	...	15,11	...	1,22,79	1,22,79	819			
...	...	...	...	...	76	...	7,55	7,55	50	(*g*)	2	
...	...	...	...	...	76	...	7,55	7,55	50			
...	...	25,64	...	55,03	34,28	43,90,39	2,32,66	46,23,05	31,770			
...	...	2,64,95	...	13,92,81	60,88	4,29,83,20	4,99,40	*4,35,62,51	322,692			

* Includes Rs. 79,91 thousand on account of "Unclassified expenditure," *vide* column 19 on page 33.

APPEN

Capital liability *on account of railways classed*

[Previous figures relating to columns 4 to 11 and 26 will be found in Appendix 9, and those relating

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Capital liability									
			Share capital of purchased railways being paid off by annuities.								Nomin... Sha...	
				Deduct							In England.	
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Debt incurred for purchase of railways.	Rate of interest	Amount.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		I.—State lines worked by State.	£	£	£	£	£	£	£	£		£
3	(a) & (b)	Eastern Bengal State 5′ 6″, 3′ 3⅜″ and 2′ 6′ gauges.	3,391,917	543,472	...	2,848,445	303,123	2,545,322	12,38,938	1,353,652	...	...
		Dhubri-Gauhati	...	...	...	...	...	...	814,373	...	...	...
		Katihar-Godagari	...	...	...	...	...	...	747,584	...	...	...
		Lower Ganges bridge.	...	...	...	...	...	...	131,850	...	...	...
8	(a)	North Western	14,009,124	4,911,216	...	9,097,908	905,729	8,192,179	39,095,660	3,963,086	...	...
		Jullundur-Hoshiarpur	...	...	...	...	...	...	969	...	...	...
		Lodhran-Khanewal	...	...	...	...	...	...	268,981	...	...	...
		Ludhiana-Ferozepore	...	...	...	...	...	...	1,887	...	...	...
		Shilman Branch	...	...	...	...	...	...	346,705	...	...	...
		Shorkot-Road Chichoki	...	...	...	...	...	...	293,040	...	...	...
		Thal-Parachinar and Kohat-Thal Conversion	...	...	...	...	...	...	68,483	...	...	...
9	(a)	Oudh and Rohilkhand	...	...	...	...	...	...	5,578,083	10,718,959	...	...
		Allahabad-Rai Bareli Cawnpore	...	...	...	...	...	...	4,972	...	...	...
		Balamau-Sitapur	...	...	...	...	...	...	38,069	...	...	...
		Rosa-Sitapur	...	...	...	...	...	...	60,655	...	...	...
40	(a)	Jorhat	...	...	...	...	...	...	63,506	...	...	...
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,009	...	...	...
...	...	Frontier railway reserve	...	...	...	...	...	...	292,795	...	...	...
...	...	Ganges bridge at Kuchla	...	...	...	...	...	...	5,095	...	...	...
...	...	Nagpur-Chattisgarh (Depreciation Account)	...	...	...	...	...	...	43,802	...	...	...
...	...	Petroleum operations at Baluchistan	...	...	...	...	...	...	7,946	...	...	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...	...	...
...	...	Sabarmati-Dholka	...	...	...	...	...	...	3,993	...	...	...
...	...	Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,138	...	...	...
...	...	Umaria Colliery	...	...	...	...	...	...	12,178	...	...	...
...	...	Vizagapatam-Rajpur	...	...	...	...	...	...	16,336	...	...	...
...	...	Warora Colliery	...	...	...	...	...	...	74,002	...	...	...
...	...	State Railway stores	...	...	...	...	...	...	19,678	...	...	...
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	2,805	...	...	...
		Total	17,401,041	5,454,688	...	11,946,353	1,208,852	0,737,501	60,442,704	16,035,697	...	...
		II.—State lines worked by Companies.										
1	(a) to (c) & (f) & (g)	Bengal-Nagpur Carried over	...	...	...	...	...	...	2,061,962	...	4%	3,000,000

DIX 3.

as State railways and the Hardwar-Dehra railway at the end *of 1909.*

to columns 12, 13, 15 to 19 and 21 to 25 in Appendix 5, to the Report for 1908. The remainder is new matter.]

AT END OF THE YEAR.

AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 21).	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Capital.		*Debentures and Debenture stock.*				Over drafts.	Capital not bearing interest including discounts on capital raised.	In England.		In India.					
In India.		In England.		In India.											
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest	Amount.		Sub-head.	Main head.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)
	£		£		£	£	£		£		£	£			
...	...	...	...	...	...	...	...	...	...	...	...	16,287,912	(a) & (b)	3	
...	...	...	...	...	...	...	...	...	...	...	...	814,373	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	747,584	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	131,850	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	51,250,934	(a)	8	
...	...	...	...	...	...	...	...	...	...	...	...	969	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	2,68,981	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	1,887	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	346,705	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	293,040	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	68,483	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	16,297,042	(a)	9	
...	...	...	...	...	...	...	...	...	...	...	...	4,972	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	38,069	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	60,655	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	63,506	(a)	40	
...	...	...	...	...	...	...	...	...	...	...	...	5,009	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	292,795	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	5,095	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	43,802	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	7,946	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	20,163	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	3,993	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	35,138	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	12,178	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	16,336	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	74,002	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	19,678	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	2,805	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	87,215,902	...	...	
...	...	3%	1,550,000	...	...	2,839,905	—10,395	3¼%	2,900,000	3½%	6,483,510	23,457,455	(a) to (c) & (f) & (g).	1	
		3½%	2,160,400							3¾ „	293,489				
		3¾%	800,000							4 „	323,589				
		3¾%	839,600												
		4%	15,000												

APPEN

Capital liability *on account of railways classed as State*

[Previous figures relating to columns 4 to 11 and 26 will be found in Appendix 9, and those relating

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Capital liability									
			Share capital of purchased railway being paid off by annuities.								Nominal	
				Deduct.							Share	
											In England.	
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Debt incurred for purchase of railways.	Rate of interest.	Amount.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		II.—State lines worked by Companies—*concld.*	£	£	£	£	£	£	£	£		£
		Brought forward	...	...	...	...	...	...	2,061,962	...	4%	3,000,000
7	(*b*)	Bezwada Extension	...	...	...	...	...	...	80,402	...	...	...
2	(*a*)	Bombay, Baroda and Central India	...	...	...	...	...	...	1,133,013	12,542,797	3%	2,000,000
2	(*c*)	Nagda Muttra	...	...	...	...	...	...	2,573,439	...	...	...
4	(*a*)	East Indian	32,750,000	7,286,774	...	25,463,226	3,033,081	22,430,145	3,134,881	10,300,076	...	...
5	(*a*)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	3,516,283	29,592,935	2,673,143	8,964,666	3%	2,575,000
5	(*b*)	Agra-Delhi Chord	...	...	...	...	...	...	871,238	...	...	...
5	(*c*)	Baran-Kotah	...	...	...	...	...	...	3,03,496	...	...	...
5	(*g*)	Indian Midland	...	...	...	...	...	...	...	...	4%	3,000,000
5	(*d*)	Bhopal Itarsi (British section)	...	...	...	...	...	...	2,41,833	...	...	...
6	(*a*)	Madras and Southern Mahratta*	12,819,558	...	1,500,000	11,319,558	169,446	11,150,112	9,167,355	2,155,128	3½%	4,991,540
	(*j*)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...	...	...
6	(*f*)	Dhone-Kurnool	...	...	...	...	...	...	61,689	...	...	...
10	(*a*)	South Indian	...	...	...	...	...	...	4,048,480	4,726,169	3%	1,000,000
10	(*d*)	Coonoor Ootacamund	...	...	...	...	...	...	216,651	...	...	...
10	(*h*)	Tinnevelly-Quilon (Travancore) (British section).	...	...	...	...	...	...	4,859	...	...	...
10	(*i*)	Tinnevelly Quilon (Travancore) (Native State section).	...	...	...	...	...	...	9,848	...	...	...
		Dharmapuri-Hosur	...	...	...	...	...	...	5,602	...	...	...
11	(*a*)	Assam-Bengal	...	...	...	...	...	...	5,860,570	...	3%	1,500,000
15	(*a*)	Burma	...	...	...	...	...	...	6,494,155	...	2½%	3,000,000
15	(*b*)	Burma Extensions	...	...	...	...	...	...	1,409,775	...	...	...
18	(*c*)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	286,206	...	...	...
20	(*b*)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...	...	...
2	(*b*)&(*m*)	Rajputana-Malwa (including Godhra-Ratlam-Nagda).	...	...	...	...	...	...	12,032,303	...	...	...
2	(*l*)	Palanpur-Deesa (British section)	...	...	...	...	...	...	16,380	...	...	...
12	(*b*)	Tirhoot	...	...	...	...	...	...	4,946,927	...	...	...
		TOTAL	80,428,776	7,286,774	3,250,000	69,892,002	6,718,810	63,173,192	57,975,616	35,688,836	...	21,066,540
		III.—Companies' lines guaranteed by Government under modern contracts.										
9	(*b*)	Hardwar-Dehra	...	...	...	...	...	...	...	...	...	...
		TOTAL	...	...	...	...	...	...	...	...	...	...
		GRAND TOTAL	97,829,817	12,741,462	3,250,000	81,858,355	7,927,662	73,910,693	118,418,320	51,724,533	...	21,066,540

* The figures relating to the purchase of the late Madras Railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience, incorporated with those for the

DIX 3—*concld.*

railways and the Hardwar-Dehra railway at the end *of 1909.*

to columns 12, 13, 15 to 19 and 21 to 25 in Appendix 5 to the Report for 1908. The remainder is new mattter.]

AT END OF THE YEAR.

AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 21).	CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		REMARKS.
Capital.		*Debentures and Debenture stock.*						In England.		In India.					
In India.		In England.		In India.		Overdrafts.	Capital not bearing interest including discounts on capital raised.	Rate of interest.	Amount.	Rate of interest.	Amount.		Sub-head.	Main head.	
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.										
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)
	£		£		£	£	£		£		£	£			
...	...	...	5,505,000	...	...	2,889,905	—*10,395*	3½%	2,900,000	...	7,100,588	23,457,455	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	80,402	(*b*)	7	
...	...	3½ %	1,000,000	...	...	...	—*40,636*	...	...	...	...	16,675,810	(*a*)	2	
...	...	...	...	...	...	...	...	...	...	...	...	2,573,439	(*c*)	2	
...	...	3 % / 3½ %	8,000,000 / 7,000,000	...	...	...	—*711,037*	...	...	...	...	50,865,102	(*a*)	4	
...	...	3½ %	1,000,000	...	...	...	—*41,120*	3¼ %	2,200,000	...	...	44,025,744	(*a*)	5	
...	...	...	...	...	...	...	...	...	...	...	...	871,238	(*b*)	5	
...	...	...	...	...	...	...	...	...	...	...	...	303,496	(*c*)	5	
		3 % / 3¼ % / 3½ % / 3¾ % / 4 %	150,000 / 2,272,900 / 165,000 / 645,000 / 421,200												
...	...			...	...	597,356	—*31,003*	3¼ %	1,645,000	3½ %	501,524	9,397,980	(*g*)	5	
...	...	...	...	...	...	...	...	...	...	...	...	241,833	(*d*)	5	
		3 % / 3½ % / 3¾ % / 4 %	290,000 / 910,000 / 100,000 / 50,000												
3½ %	8,460			...	...	677,277	25,654	...	...	...	...	29,499,872	(*a*)	6	
...	...	4 %	1,200,000	...	...	...	24,000	...	...	...	...	1,200,000	(*f*)	6	
...	...	...	...	...	...	...	...	...	...	...	...	61,689	(*f*)	6	
...	...	3½ % / 4 %	248,000 / 200,000	...	...	...	...	...	...	...	...	10,222,649	(*a*)	10	
...	...	...	...	...	...	...	...	...	...	...	...	216,651	(*d*)	10	
...	...	4 % / 3½ % / 3¼ %	20,483 / 173,000 / 93,726	...	...	...	323	...	...	...	...	292,068	(*h*)	10	
...	...	4 % / 3½ % / 3¼ %	29,517 / 327,000 / 418,274	...	...	...	927	...	...	...	...	784,639	(*i*)	10	
...	...	...	...	...	...	...	...	...	...	...	...	5,602			
...	...	3 % / 3¾ %	780,900 / 775,000	...	...	...	—*813*	...	...	...	...	8,916,170	(*a*)	11	
...	...	3 %	1,250,000	...	...	...	—*30,181*	...	...	...	...	10,744,155	(*a*)	15	
...	...	...	...	...	...	...	...	...	...	...	...	1,409,775	(*b*)	15	
...	...	...	...	...	...	...	...	...	...	...	...	286,206	(*c*)	18	
..	...	3½ %	147,000	...	...	...	13,102	...	...	3½ / 4	2,13,403 / 1,84,407	8,86,219	(*b*)	20	
...	...	...	...	...	...	...	...	...	...	...	...	12,032,303	(*b*) & (*m*)	2	
...	...	...	...	...	...	...	...	...	...	...	...	16,380	(*l*)	2	
...	...	...	...	...	...	...	...	...	...	...	...	4,946,927	(*b*)	12	
...	8,460	...	33,172,000	...	...	3,164,538	—*801,179*	...	6,745,000	...	7,999,922	228,994,104	...	...	
...	181,969	...	...	...	...	1,198	...	...	...	...	...	183,167	(*b*)	9	
...	181,969	...	...	...	...	1,198	...	...	...	...	...	183,167	...	...	
...	190,429	...	33,172,000	...	...	3,165,736	—*801,179*	...	6,745,000	...	7,999,922	316,393,173	...	...	

Madras and Southern Mahratta Railway, relate also to the South Indian Railway, with which a portion of the late Madras Railway has been amalgamated.

APPEN

Details of gross earnings

[Previous figures relating to columns 5 to 16 and 18 will be found in Appendix 15, and those relating to columns 19 to 31 in Appendix 16, to the Report for 1903.

Classification No. of Railway. (Detailed in "Index" Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
					Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
		5′ 6″ GAUGE.														
...	...	Bengal-Central.	1905	15	4	9,0	10	37,7	22	882,6	3,39	139,5	12	1,070,3	3,87	34
1	(*a*) to (*c*), (*f*) and (*g*).	Bengal-Nagpur.	1905	16,8	2,02	51,6	2,42	232,7	2,86	8,326,7	62,06	273,7	25	8,901,5	69,61	6,85
			1906	19,6	2,33	58,9	2,77	269,1	3,13	9,176,6	68,52	309,4	29	9,833,6	77,04	7,54
			1907	22,8	2,50	67,3	2,95	381,8	3,58	10,354,5	73,90	351,2	31	11,177,6	83,24	8,30
			1908	23,5	2,60	75,6	3,13	372,9	3,60	10,949,5	75,07	427,7	36	11,849,2	84,76	8,62
			1909	23,4	2,63	79,4	3,29	327,9	2,87	12,025,6	82,41	450,2	37	12,906,5	91,57	8,97
2	(*a*), (*c*) to (*g*), (*o*) and (*p*).	Bombay, Baroda and Central India.	1905	74,8	1,88	644,4	5,63	280,1	5,88	15,100,4	49,70	7,389,8	4,52	23,489,5	67,61	9,57
			1906	74,4	1,84	636,5	5,39	260,4	5,46	16,091,7	52,36	7,825,7	4,80	24,888,7	69,85	9,60
			1907	75,3	2,03	749,3	5,92	248,5	5,27	19,211,5	57,20	8,388,1	5,15	28,672,7	75,57	10,91
			1908	75,9	1,97	723,6	5,74	208,2	4,43	20,738,4	63,53	8,801,2	5,31	30,547,3	80,98	11,61
			1909	73,2	1,84	735,6	5,63	191,3	3,77	21,801,5	66,34	9,207,7	5,47	32,009,3	83,05	11,77
3	(*a*)	Eastern Bengal State.	1905	†53,3	1,41	†145,2	1,73	†1,206,6	4,12	†14,214,0	28,74	†1,470,5	1,88	†17,089,6	37,88	4,13
			1906	†61,7	1,52	†177,4	1,92	†1,174,6	4,56	†17,824,3	34,88	†1,899,9	2,24	†21,137,9	45,12	6,28
			1907	†67,3	1,42	†231,7	2,02	†1,729,2	4,72	†20,134,2	42,00	†2,062,3	2,19	†24,224,7	52,35	5,97
			1908	†74,7	1,61	†238,7	2,04	†1,873,0	5,19	†21,018,9	43,89	†3,318,7	2,25	†26,524,0	54,98	6,58
			1909	†75,9	1,54	†214,0	1,86	†1,910,8	4,69	†20,879,7	43,25	†3,176,5	2,60	†26,256,9	53,94	6,08
4	(*a*) to (*d*)	East Indian	1905	72,4	7,81	216,2	8,56	1,814,7	17,79	22,041,8	1,71,04	1,792,8	1,75	25,937,9	2,06,95	32,33
			1906	69,4	7,52	210,8	8,81	1,861,6	18,07	24,092,1	1,85,15	1,909,5	1,87	28,143,4	2,21,42	29,58
			1907	75,5	8,14	216,8	8,76	2,009,0	19,03	26,717,0	1,99,73	2,168,8	2,06	31,187,1	2,37,72	32,34
			1908	81,0	8,30	223,4	8,86	2,107,4	19,25	27,025,3	1,90,51	2,330,1	2,16	31,767,2	2,29,08	31,52
			1909	83,1	8,47	224,5	8,97	2,144,0	19,37	26,819,1	1,86,87	2,446,0	2,15	31,716,7	2,25,83	31,45
5	(*a*) to (*i*)	Great Indian Peninsula.	1905	97,7	9,25	518,3	13,65	988,9	18,31	18,540,6	1,01,72	5,147,4	2,60	25,292,9	1,45,53	31,82
			1906	98,2	9,74	502,5	14,26	1,065,1	19,05	20,177,9	1,12,64	5,546,8	2,92	27,390,5	1,58,61	33,04
			1907	104,1	10,56	496,1	14,28	965,7	18,85	22,026,4	1,24,39	5,937,6	3,10	29,529,9	1,71,18	33,90
			1908	95,8	10,24	463,8	13,58	917,8	17,44	21,816,3	1,20,06	6,063,7	3,17	29,357,4	1,64,49	34,22
			1909	96,0	10,76	446,0	13,04	822,5	15,77	21,589,6	1,23,99	6,134,2	3,25	29,088,3	1,66,81	34,71
...	...	Madras ...	1905	31,0	3,00	137,7	4,06	62,4	1,09	13,281,3	55,99	883,9	35	14,396,3	64,49	9,99
			1906	34,4	3,32	148,8	4,45	69,9	1,29	14,228,5	59,20	891,0	39	15,372,6	68,65	11,22
			1907	34,6	3,28	165,1	4,59	76,0	1,44	16,348,1	66,21	685,8	33	17,309,6	75,85	11,43
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1908	†45,6	2,28	†213,4	3,32	†66,9	1,34	†25,142,9	54,00	†324,6	31	†25,793,4	61,25	9,05
			1909	†45,7	2,59	†211,1	3,41	†23,0	50	†26,343,3	57,99	†393,7	27	†27,016,8	64,76	9,94

* For the first-half of the year only. Figures for the 2nd half are included with Eastern Bengal State railway (5′ 6″ gauge).
† Includes figures for the metre gauge lines.

DIX 4.

of each railway system.

The figures for 1904 were not published. Previous figures of column 35 will be found in Appendix 12 to the Report for 1908. The remainder is new matter.]

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands].	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
4,21	42	1,13	2	5	17	18	15	11	...	...	1	76	1,48	1	...	96	6,66
76,46	1,785	1,10,19	...	3	1,529	36,16	650	9,39	11	74	1,92	3,975	1,58,43	43	70	8,69	2,44,71
84,58	1,987	1,10,69	...	2	2,012	52,86	634	10,59	12	85	84	4,645	1,75,85	41	1,15	7,49	2,69,48
91,54	2,023	1,23,47	...	3	2,066	50,69	725	12,03	14	95	1,94	4,828	1,89,11	45	98	7,72	2,89,80
93,38	1,814	93,76	1	10	2,286	57,51	796	12,81	21	1,27	1,93	4,918	1,67,38	43	75	9,62	2,71,56
1,00,54	1,924	1,05,39	1	19	1,973	52,49	772	12,94	19	1,06	88	4,689	1,72,95	38	84	13,01	2,87,72
77,18	1,791	1,20,64	1	23	42	1,77	198	2,86	23	4,27	19	2,055	1,29,96	51	...	4,03	2,11,73
79,45	1,989	1,24,00	1	21	77	3,23	248	3,26	29	5,70	29	2,344	1,36,69	47	...	2,64	2,19,25
86,48	2,139	1,30,08	1	30	134	2,61	305	3,13	31	5,13	29	2,610	1,41,54	52	...	2,88	2,31,42
92,59	2,089	1,18,45	1	12	150	3,44	289	3,66	32	4,97	23	2,561	1,30,87	50	...	3,23	2,27,19
94,82	2,209	1,34,52	2	19	159	3,08	411	5,38	33	5,53	24	2,814	1,48,94	47	...	4,99	2,49,22
42,01	†1,857	62,74	†11	17	†494	2,98	†612	3,35	†1	6	23	†2,975	69,53	18	...	6,28	1,18,00
51,40	†2,387	75,23	†16	41	†562	2,83	†726	3,93	†3	6	1,13	†3,694	83,59	19	...	5,94	1,41,12
58,32	†2,570	87,75	†12	35	†691	5,49	†818	3,96	†10	3	61	†4,101	98,19	22	...	7,48	1,64,21
61,56	†2,491	80,32	†11	21	†787	6,07	†871	6,58	†14	6	42	†4,174	93,66	9	...	5,47	1,60,78
60,02	†2,540	82,45	†9	15	†843	6,34	†753	6,55	†8	11	34	†4,153	95,94	20	...	6,53	1,62,69
2,39,28	4,116	2,88,41	18	6,79	6,142	2,02,44	1,951	24,01	9	2,78	2,51	12,236	5,26,94	1,00	2,54	9,70	7,79,46
2,51,00	4,051	3,07,79	19	7,43	6,485	2,16,25	1,952	24,02	10	3,46	3,10	12,517	5,62,05	92	2,68	9,42	8,26,07
2,70,06	4,215	3,12,80	13	4,59	6,872	2,06,03	1,888	23,59	13	3,87	2,06	13,001	5,52,94	1,00	2,82	11,09	8,37,91
2,60,60	4,191	3,05,43	15	3,44	7,706	2,34,11	2,245	28,14	15	3,99	1,70	14,172	5,76,81	92	2,91	12,01	8,53,25
2,57,28	4,502	3,16,89	19	5,26	6,731	2,06,86	2,027	23,75	17	3,89	1,17	13,296	5,57,82	76	1,95	10,89	8,28,70
1,77,35	3,591	4,14,21	16	4,05	215	6,51	1,831	16,72	23	3,65	1,63	5,676	4,46,77	1,11	...	5,21	6,30,44
1,91,65	3,831	4,09,09	14	4,25	219	6,65	1,770	18,27	25	3,10	2,88	5,859	4,44,24	1,09	...	7,04	6,44,02
2,05,08	4,036	4,34,36	17	3,61	395	11,72	1,421	20,23	20	2,54	2,82	5,889	4,75,28	1,11	...	7,07	6,88,54
1,98,71	3,515	3,58,37	17	2,09	444	14,14	1,593	20,09	23	2,84	1,76	5,592	3,99,29	1,06	...	6,57	6,05,63
2,01,52	3,920	4,12,28	20	2,41	498	16,31	1,958	19,32	25	2,94	—1,75	6,421	4,51,51	95	...	7,13	6,61,11
74,48	1,959	1,11,36	1	50	356	9,02	502	6,33	4	60	62	2,822	1,28,43	21	...	5,30	2,08,42
79,87	1,952	1,10,28	1	35	362	8,32	573	7,67	3	51	47	2,891	1,27,60	22	...	6,21	2,13,90
87,28	2,016	1,09,77	6	2,02	407	9,10	537	5,41	3	48	55	2,969	1,27,33	22	...	5,77	2,20,60
70,30	†2,948	80,58	†5	32	†206	6,47	†428	4,24	†5	30	—75	†3,592	91,16	20	...	4,55	1,66,21
74,70	†2,634	86,44	†5	15	†192	8,55	†641	5,02	†6	21	31	†3,478	1,00,68	20	...	5,34	1,80,92

† Includes figures for the metre-gauge lines.

APPENDIX

Details of gross earnings

[Previous figures relating to columns 5 to 16 and 18 will be found in Appendix 15, and those relating to columns 19 to 31 in Appendix 16, to the Report for 1903.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5′ 6″ GAUGE —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
7	(*a*) and (*b*)	Nizam's Guaranteed State.	1905	6,7	47	53,0	1,02	268,1	1,16	1,239,9	6,24	15,7	9	1,583,4	8,98	1,87
			1906	6,5	49	53,6	1,04	279,5	1,26	1,339,9	6,69	27,1	9	1,706,6	9,57	1,75
			1907	6,7	46	54,9	1,01	405,0	2,44	1,446,4	6,63	31,9	10	1,944,9	10,64	1,44
			1908	6,7	45	54,3	1,03	461,0	3,27	1,273,3	5,82	32,8	11	1,828,1	10,68	1,45
			1909	7,7	49	59,2	1,08	238,0	1,21	1,686,3	8,01	32,3	10	2,023,5	10,89	1,55
8	(*a*) to (*g*) and (*i*)) and (*f*).	North Western State—														
		Commercial Section.	1905		4,90		6,41		13,74		1,35,29	...	...		1,60,34	21,11
			1906		5,28		6,58		14,89		1,44,23	...	...		1,70,98	20,05
			1907		5,30		7,21		15,66		1,70,21	...	...		1,98,38	21,36
			1908		5,52		7,36		16,31		1,71,25	...	...		2,00,44	25,39
			1909		5,40		7,71		18,03		1,74,96	...	...		2,06,10	24,67
...	...	Military Section.	1905	Information not available.	50	Information not available.	63	Information not available.	1,01	Information not available.	15,77	...	...	Information not available.	17,91	2,56
			1906		58		74		1,15		17,83	...	...		20,30	3,06
			1907		62		78		1,23		19,01	...	...		21,64	3,14
			1908		80		93		1,65		19,87	...	...		23,25	2,95
			1909		88		1,01		1,71		20,58	...	...		24,18	3,06
...	...	TOTAL ...	1905	76,7	5,40	256,1	7,04	1,408,1	14,75	28,276,1	1,51,06	...	...	30,017,0	1,78,25	23,67
			1906	81,1	5,86	271,9	7,32	1,575,2	16,04	31,659,5	1,62,06	...	...	33,587,7	1,91,28	23,11
			1907	90,7	5,92	307,2	7,99	1,907,7	16,89	37,604,9	1,89,22	...	...	39,910,5	2,20,02	24,51
			1908	85,6	6,32	318,8	8,29	2,137,9	17,96	38,088,2	1,91,12	...	...	40,630,5	2,23,69	28,34
			1909	86,2	6,28	348,2	8,72	2,443,1	19,74	39,711,6	1,95,54	...	...	42,589,1	2,30,28	27,73
9	(*a*) to (*o*).	Oudh and Rohilkhand State.	1905	39,1	2,26	123,5	2,95	922,9	6,85	9,711,8	52,50	...	...	10,797,3	64,56	7,46
			1906	41,0	2,35	132,8	3,17	978,9	7,30	10,716,6	58,21	...	...	11,869,3	71,03	7,56
			1907	40,9	2,33	135,4	3,12	1,031,1	7,02	11,805,0	64,18	12,4	1	13,024,8	76,66	7,21
			1908	41,1	2,34	135,1	3,09	989,5	7,32	11,023,9	56,69	13,5	1	12,203,1	69,45	7,32
			1909	40,4	2,34	138,6	3,19	1,017,8	7,31	11,858,8	62,15	11,5	1	13,067,1	75,09	7,32
10	(*a*)	South Indian.	1908	*	79	*	1,40	...	...	*	18,30	*	5	*	20,54	2,84
			1909	*	89	*	1,53	...	...	*	18,29	*	11	*	20,82	2,83
		3′ 3⅜″ GAUGE.														
11	(*a*)	Assam-Bengal.	1905	6,1	41	16,2	38	18,9	18	2,435,2	12,97	...	...	2,476,4	13,94	1,50
			1906	7,0	51	17,3	42	14,2	15	2,693,6	14,17	...	...	2,732,1	15,25	1,71
			1907	7,5	57	20,4	50	18,6	20	3,027,7	16,00	...	...	3,074,2	17,27	1,92
			1908	8,6	65	21,3	53	18,7	21	3,190,2	17,19	...	...	3,238,8	18,58	2,03
			1909	9,3	67	21,4	54	22,4	25	3,326,6	17,86	2,9	1	3,382,6	19,33	2,25

* Included with the South Indian railway, metre-gauge section.

4—*continued.*

of each railway system.

The figures for 1904 were not published. Previous figures of column 35 will be found in Appendix 12 to the Report for 1908. The remainder is new matter.]

	GOODS TRAFFIC.																
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.					
Total coaching traffic earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
10,85	346	20,37	1	16	3,80	11,74	130	87	...	9	5	857	33,28	19	...	1,93	46,25
11,32	380	22,04	1	12	3,89	11,75	99	77	1	7	6	870	34,81	23	...	1,98	48,34
12,08	453	26,22	2	35	3,28	10,61	101	1,00	...	7	10	884	38,35	24	...	2,34	53,01
12,13	394	22,73	3	15	3,59	11,34	122	1,03	...	4	10	878	35,39	24	...	2,62	50,38
12,44	378	21,86	2	12	3,38	10,24	125	1,26	1	8	8	844	33,64	19	...	3,77	50,04
1,81,45		†		†		†		36,93		†	†		4,06,01	108	1	7,30	5,95,85
1,91,03		3,83,70		4,64		3,88		36,05		1,01	4,46		4,33,73	97	...	9,84	6,35,57
2,19,74		4,38,12		4,66		5,26		41,83		1,01	7,06		4,97,94	114	...	8,86	7,27,68
2,25,83		2,71,65		2,03		7,12		50,95		1,06	5,73		3,38,60	83	...	8,97	5,74,24
2,30,77		3,68,04		2,05		6,67		50,83		1,63	10,68		4,39,90	75	...	9,48	6,80,90
20,47		†		†		†		2,38		†	†		25,11	17	...	63	46,38
23,36		21,72		1,21		32		2,50		24	20		26,20	19	...	55	50,30
24,78		21,04		1,11		31		2,42		22	26		25,36	18	...	63	50,95
26,20		21,84		32		44		3,26		19	30		26,35	17	...	45	53,17
27,24		19,84		14		34		2,87		22	39		23,80	14	...	49	51,67
2,01,92	3,931	3,69,15	27	6,65	149	4,01	3,072	39,31	8	1,56	10,14	7,237	4,31,12	1,25	1	7,93	6,42,23
2,14,39	4,420	4,05,42	22	5,85	154	4,20	3,448	38,55	7	1,25	4,66	8,051	4,59,93	1,16	...	10,38	6,85,86
2,44,53	4,969	4,59,16	21	5,77	252	5,57	3,214	44,25	8	1,23	7,32	8,464	5,23,30	1,32	...	9,49	7,78,64
2,52,03	3,601	2,93,49	27	2,41	319	7,56	4,567	54,21	8	1,25	6,03	8,522	3,64,95	1,00	...	9,42	6,27,41
2,53,01	4,295	3,87,88	20	2,19	322	7,01	3,947	53,70	14	1,85	11,07	8,598	4,63,70	89	...	9,97	7,32,57
72,02	1,414	60,23	3	21	81	2,39	840	9,26	2	56	43	2,340	73,08	42	...	11,48	1,57,00
78,59	1,399	64,84	3	31	85	2,69	768	8,78	1	33	32	2,256	77,27	38	...	11,78	1,68,02
83,87	1,749	77,06	2	28	77	2,20	657	8,60	1	29	60	2,486	89,03	43	...	12,47	1,85,80
76,77	1,520	63,41	2	12	70	1,90	832	10,31	1	18	62	2,425	76,54	41	...	11,66	1,65,38
82,32	1,433	59,12	7	38	77	2,13	720	9,63	1	33	59	2,238	72,18	35	...	10,71	1,65,56
23,38	*	28,50	*	19	*	1	*	1,10	*	9	10	*	29,99	5	...	3,83	57,25
23,65	*	30,27	*	30	*	6	*	1,00	*	16	21	*	32,00	5	...	6,60	62,30
15,44	286	14,50	...	...	19	52	127	1,98	...	2	14	4,32	17,16	21	21	1,81	34,83
16,96	453	19,22	...	1	23	64	128	2,30	...	4	20	6,04	22,41	26	23	2,34	42,20
19,19	498	22,89	...	2	33	1,00	127	2,49	...	5	23	6,53	26,68	26	12	2,65	48,90
20,61	388	18,29	...	1	48	1,79	171	3,43	...	4	19	6,07	23,75	23	16	2,22	46,97
21,58	404	19,83	...	1	43	1,62	209	3,16	...	4	25	6,61	24,91	20	17	2,29	49,15

Information not available.

* Included with the South Indian railway, metre gauge section.
† Included with the total earnings from goods traffic.

APPENDIX

Details of gross earnings

[Previous figures relating to columns 5 to 16 and 18 will be found in Appendix 15, and those relating to columns 19 to 31 in Appendix 16, to the Report for 1903-

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Coaching Traffic.												
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3′ 3⅜″ GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
12	(*a*) & (*b*)	Bengal and North-Western.	1905	19,7	61	45,1	74	214,9	1,57	13,534,2	2,58	191,7	4	14,005,6	55,54	2,34
			1906	19,3	59	46,6	80	239,7	1,73	14,570,5	57,20	223,7	4	15,099,8	60,36	3,72
			1907	19,1	62	55,6	93	263,1	1,84	16,352,6	65,43	165,1	3	16,855,5	68,85	4,03
			1908	20,1	63	58,0	96	263,0	1,84	17,804,0	69,25	125,6	2	18,270,7	72,70	4,49
			1909	18,6	59	55,1	92	251,3	1,73	17,608,4	66,47	140,1	3	18,073,5	69,74	4,25
13	(*a*) & (*b*)	Bengal Dooars.	1905	3	2	2,0	5	5,4	4	478,3	1,75	...	...	486,0	1,86	22
			1906	4	2	2,2	5	6,3	4	444,4	1,77	...	...	453,3	1,88	21
			1907	6	2	2,6	5	7,3	4	595,2	1,96	...	...	605,7	2,07	23
			1908	8	4	3,1	5	14,0	7	645,1	2,42	...	...	663,0	2,58	28
			1909	9	3	2,7	5	14,1	7	665,0	2,42	...	...	682,7	2,57	29
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1905	7,7	25	55,2	75	70,0	56	1,961,9	10,53	10,3	2	2,105,1	12,11	1,24
			1906	7,5	22	56,1	72	77,2	59	2,098,4	11,23	10,6	2	2,249,8	12,78	1,05
			1907	8,4	25	61,8	80	89,2	67	2,448,2	12,46	4,1	1	2,611,7	14,19	1,27
			1908	7,9	26	51,2	79	85,3	67	2,608,0	14,15	2,3	...	2,754,7	15,87	1,18
			1909	6,9	25	46,0	74	78,5	56	2,555,7	13,99	5,8	1	2,692,9	15,55	1,29
15	(*a*) & (*b*)	Burma ...	1905	44,2	2,02	191,4	2,63	...	...	16,410,4	61,07	228,4	22	16,874,4	65,94	3,63
			1906	46,1	2,23	200,2	2,73	...	...	17,076,0	62,56	387,3	24	17,609,6	67,76	3,64
			1907	48,2	2,62	160,8	2,84	...	...	17,051,5	64,32	310,0	23	17,570,5	70,01	3,96
			1908	55,2	2,83	179,1	3,27	...	...	19,498,0	77,56	263,8	21	19,996,1	83,87	4,81
			1909	56,1	2,89	171,1	3,12	...	...	19,926,2	75,17	338,8	24	20,502,2	81,42	4,83
16	(*a*)	Deoghur...	1905	1,7	1	...	...	6,4	2	265,4	36	...	...	273,5	39	2
			1906	...	...	...	...	...	...	328,9	47	...	...	328,9	47	...
			1907	2,0	1	...	...	...	...	313,8	44	...	...	315,8	45	1
			1908	2,4	1	...	...	...	...	316,4	41	...	...	318,8	42	2
			1909	2,2	1	...	...	...	...	308,4	41	...	...	310,6	42	1
17	(*a*)& (*b*)	Dibru-Sadiya.	1905	3,8	9	3,4	4	...	...	345,5	1,28	...	...	352,7	1,41	24
			1906	5,4	9	4,5	5	...	...	385,7	1,41	...	...	395,6	15	24
			1907	5,8	10	4,8	5	...	...	405,2	1,36	...	...	415,8	1,51	25
			1908	6,7	10	6,0	5	...	...	483,4	1,58	...	...	496,1	1,73	26
			1909	7,1	10	6,2	5	...	...	498,9	1,57	...	...	512,2	1,72	26
3	(*b*) to (*d*)	Eastern Bengal State.	1905	*	76	*	1,15	*	2,54	*	27,54	*	6	*	32,05	3,86
			1906	*	89	*	1,16	*	2,70	*	32,77	*	8	*	37,60	4,40
			1907	*	1,09	*	1,53	*	4,19	*	33,55	*	10	*	40,46	5,32
			1908	*	1,08	*	1,66	*	5,49	*	35,69	*	10	*	44,02	4,47
			1909	*	1,26	*	1,69	*	4,76	*	35,28	*	10	*	43,09	4,22

* Included with the Eastern Bengal State railway (5′ 6″ gauge).

4—*continued.*

of each railway system.

The figures for 1904 were not published. Previous figures of column 35 will be found in Appendix 12 to the Report for 1908. The remainder is new matter.]

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total Goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs	Rs.
55,89†	1,300	56,41	1	13	91	1,26	413	5,24	1	11	49	1,815	57,03†	40	8,16	2,13	1,23,61
61,26†	1,561	70,65	...	...	119	1,62	404	4,99	5	68	33	2,089	70,22†	43	9,26	2,66	1,43,83
69,75†	1,699	83,35	...	1	110	1,39	449	5,53	11	1,28	33	2,269	82,26†	47	10,07	2,44	1,64,99
73,97†	1,600	72,58	...	...	112	1,50	381	5,04	12	1,37	31	2,105	73,89†	46	10,39	2,78	1,61,49
70,70†	1,561	69,88	...	...	105	1,20	431	5,50	6	70	34	2,103	72,10†	39	10,42	2,59	1,56,20
2,08	67	4,88	...	...	8	38	119	1,09	...	...	7	194	6,42	1	...	31	8,82
2,09	79	5,93	...	...	14	58	108	1,03	...	...	3	201	7,57	3	13	11	9,93
2,30	87	6,39	...	...	15	58	42	61	...	...	3	144	7,61	3	16	15	10,25
2,86	87	6,61	...	...	18	64	9	6	...	...	7	114	7,38	2	17	14	10,57
2,86	83	6,40	...	...	19	75	6	4	...	...	10	108	7,29	1	18	21	10,55
13,35	264	8,11	...	...	6	7	14	11	...	1	3	284	8,33	20	...	52	22,40
13,83	283	8,71	...	...	11	11	22	16	...	1	1	316	9,00	21	...	52	23,56
15,46	349	10,78	...	...	10	11	18	15	1	2	2	378	11,08	24	...	79	27,57
17,05	299	10,47	...	...	7	7	37	29	1	5	3	344	10,91	21	...	66	28,83
16,84	318	10,40	...	...	11	11	28	17	1	4	3	358	10,75	20	...	52	28,31
69,57	1,486	76,46	2	28	1	1	934	6,15	7	2,17	30	2,420	85,37	26	53	2,03	1,57,76
71,40	1,412	72,55	2	30	1	1	1,167	7,26	7	2,00	35	2,589	82,47	23	59	2,63	1,57,32
73,97	1,547	82,19	1	12	1	3	1,112	6,57	9	2,20	23	2,670	91,34	24	55	1,75	1,67,85
88,68	1,624	85,08	3	13	1	7	1,458	7,74	8	2,21	20	3,094	95,43	23	60	3,15	1,88,09
86,25	1,682	90,09	3	16	4	26	1,236	7,20	7	1,83	30	2,932	99,93	20	60	7,71	1,94,69
41	12	3	...	...	2	1	...	...	...	...	...	14	4	...	...	...	45
47	15	5	...	...	...	...	...	...	...	...	...	15	5	...	...	1	53
46	21	9	...	...	...	...	...	...	...	...	...	21	9	...	...	1	56
44	16	5	...	...	4	1	...	...	...	...	...	20	6	...	...	1	51
43	15	6	...	...	4	1	...	...	...	...	...	19	6	...	...	...	50
1,65	81	3,06	...	...	551	4,89	10	3	...	1	1	642	8,00	7	...	42	10,14
1,79	95	3,46	...	...	562	4,82	10	3	...	1	1	667	8,33	8	...	54	10,74
1,76	103	3,58	...	...	572	5,00	9	3	...	...	...	684	8,61	7	...	55	10,99
1,99	97	3,48	...	...	531	4,80	8	2	...	...	1	636	8,31	8	...	56	10,94
1,98	107	3,65	...	...	597	5,70	10	3	...	...	1	714	9,39	7	...	46	11,90
35,91	*	40,34	*	...	*	1,32	*	3,12	*	...	22	*	45,00	19	7,17	1,10	89,37
42,00	*	52,48	*	...	*	1,64	*	2,31	*	19	62	*	57,74	21	8,84	81	1,09,60
45,78	*	43,30	*	...	*	83	*	5,42	*	62	29	*	50,46	23	9,16	95	1,06,58
48,49	*	53,12	*	...	*	1,00	*	3,57	*	72	29	*	58,70	23	9,07	90	1,18,23
47,31	*	55,84	*	3	*	1,24	*	2,84	*	52	26	*	60,73	25	10,60	1,38	1,20,27

* Included with the Eastern Bengal State Railway (5′ 6″ gauge).

† Excluding the Cawnpore-Barhwal (metre gauge link) earnings which, in the case of details, are included with the Bengal and North-Western railway and in the case of totals with the Oudh and Rohilkhand State railway.

APPEN

Details of gross earnings

[Previous figures relating to columns 5 to 16 and 18 will be found in Appendix 15, and those relating to columns 19 to 31 in Appendix 16, to the Report for 1903.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Coaching traffic.												
				Passenger traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3⅜" GAUGE — *contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
7	(*c*)	Hyderabad Godavari Valley.	1905	4,0	21	37,5	81	...	...	1,538,9	7,66	10,7	5	1,591,1	8,73	88
			1906	3,7	21	39,5	88	...	...	1,750,5	8,22	9,4	7	1,803,1	9,38	94
			1907	4,5	26	43,7	99	...	...	2,039,3	9,64	8,0	4	2,095,5	10,93	105
			1908	4,3	24	41,7	95	...	...	2,165,9	9,84	11,0	5	2,222,9	11,08	97
			1909	4,5	29	42,1	95	...	...	2,275,4	9,82	19,7	5	2,341,7	11,11	102
18	(*a*) to (*d*)	Jodhpur-Bikaner.	1905	3,8	27	17,9	56	50,5	59	1,898,2	11,12	...	...	1,970,4	12,54	1,50
			1906	4,5	36	17,4	52	58,0	62	2,027,5	11,56	...	...	2,107,4	13,03	1,60
			1907	3,7	29	19,3	59	69,3	74	2,365,8	13,28	...	...	2,458,1	14,90	1,68
			1908	3,9	30	18,7	57	69,8	71	2,611,0	14,32	...	...	2,703,4	15,90	1,66
			1909	4,9	40	18,6	57	69,4	72	2,719,7	14,17	...	...	2,812,6	15,86	1,75
...	...	Southern Mahratta	1905	18,7	1,47	79,9	2,06	...	...	8,286,0	34,41	19,0	2	8,403,6	37,96	5,58
			1906	20,2	1,56	87,4	2,26	...	...	8,858,4	36,00	25,3	3	8,991,3	39,85	5,71
			1907	21,9	1,73	96,7	2,36	...	...	9,877,9	38,95	26,4	3	10,022,9	43,07	5,55
6	(*e*) to (*l*)	Madras and Southern Mahratta	1908	*	1,67	*	2,53	...	...	*	49,35	*	2	*	53,57	6,73
			1909	*	1,66	*	2,52	...	...	*	50,71	*	3	*	54,92	6,40
19	(*a*)	Morvi ...	1905	1,6	6	10,0	17	218,5	1,52	56,1	37	...	...	286,2	2,12	23
			1906	1,7	6	10,4	18	283,1	1,94	...	...	...	...	295,2	2,18	24
			1907	2,5	9	12,0	22	263,8	1,95	62,0	39	3	...	343,6	2,65	29
			1908	2,3	9	12,1	22	129,7	1,10	255,6	1,67	4	...	400,1	3,08	30
			1909	1,9	8	10,8	19	116,8	97	269,9	1,70	...	...	399,4	2,94	27
10	(*d*)	Nilgiri ...	1905	3,3	33	5,1	26	...	...	76,2	51	2,2	...	86,8	1,10	43
			1906	3,5	35	6,2	31	...	...	80,8	50	1,0	...	91,5	1,16	50
			1907	3,5	35	5,7	28	...	...	83,3	53	3	...	92,8	1,16	48
			1908	†	36	†	24	†	...	†	68	†	...	†	1,28	49
			1909	†	34	†	26	†	...	†	82	†	2	†	1,44	53
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa.	1905	29,0	1,69	103,9	2,69	261,6	2,85	14,813,3	74,79	15,2	4	15,223,0	82,06	9,27
			1906	28,0	1,73	106,7	2,71	232,3	2,67	16,501,1	81,05	23,4	6	16,391,5	88,22	9,30
			1907	33,1	1,76	130,7	2,64	349,3	3,88	18,996,2	87,54	25,4	6	19,534,7	95,88	9,76
			1908	29,8	1,74	124,2	2,73	275,3	3,32	19,274,2	85,29	38,0	6	19,741,5	93,14	10,49
			1909	29,9	1,65	120,3	2,61	231,1	2,91	19,132,5	84,09	42,7	6	19,556,5	91,32	9,75
20	(*a*) & (*b*)	Rohilkund and Kumaon.	1905	6,1	45	24,8	87	13,6	11	1,727,1	6,20	...	...	1,771,6	7,63	97
			1906	6,2	44	26,6	86	22,6	20	2,751,4	8,46	...	...	2,806,3	9,96	1,11
			1907	6,8	48	26,4	87	27,5	26	3,133,8	9,47	4	...	3,194,9	11,03	1,16
			1908	7,4	52	27,9	86	26,8	25	2,983,6	8,90	3	...	3,046,0	10,53	1,18
			1909	6,9	54	24,3	91	29,0	27	3,322,3	10,54	72	1	3,380,7	12,47	1,20

* Included with the Madras and
† Included with the South Indian

DIX 4—*continued.*

of each railway system.

The figures for 1904 were not published. Previous figures of column 35 will be found in Appendix 12 to the Report for 1908. The remainder is new matter.]

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
9,61	232	18,03	...	4	6	31	135	73	...	3	5	373	19,19	11	...	72	29,63
10,32	225	17,96	...	2	9	40	108	71	...	3	6	342	19,18	12	...	71	30,33
11,98	219	18,06	...	2	15	64	78	88	...	5	8	312	19,73	13	...	71	32,55
12,05	238	18,22	...	...	9	37	115	79	...	9	5	362	19,52	14	...	71	32,42
12,13	235	18,12	...	1	12	47	161	83	1	10	7	409	19,60	12	...	70	32,55
14,04	391	18,74	1	10	27	82	52	52	...	3	8	471	20,20	41	...	50	35,24
14,66	493	23,38	1	8	23	66	70	90	...	1	9	587	25,12	38	...	60	40,76
16,58	454	19,51	1	10	19	43	56	57	...	3	6	530	20,70	37	...	63	38,28
17,56	328	13,78	...	6	14	24	176	1,91	...	3	5	518	16,07	33	...	66	34,62
17,61	420	16,89	1	6	11	13	197	1,48	...	5	4	629	18,65	13	...	116	37,55
43,54	1,119	63,78	1	18	8	36	213	3,98	1	16	30	1,342	68,76	32	1,76	1,65	1,16,03
45,56	1,171	69,39	2	30	9	48	231	4,68	2	23	34	1,415	75,42	35	1,85	1,49	1,24,67
48,62	1,311	78,07	3	27	16	81	224	4,88	2	23	37	1,556	84,63	40	3,63	1,76	1,39,04
60,30	*	90,80	*	26	*	1,63	*	5,15	*	21	38	*	98,43	38	3, 6	2,16	1,64,93
61,32	*	86,64	*	31	*	1,60	*	6,17	*	37	33	*	95,42	31	3,24	1,68	1,61,97
2,35	22	62	...	...	...	...	27	21	...	...	1	49	84	6	...	—1	3,24
2,42	26	52	...	...	...	...	8	8	...	...	...	34	60	3	...	3	3,03
2,94	47	1,06	...	...	1	1	6	5	...	1	...	54	1,13	4	...	1	4,12
3,38	62	1,54	...	...	1	2	12	8	...	1	...	75	1,65	4	...	1	5,08
3,21	62	1,42	...	...	1	2	1	1	...	1	...	64	1,46	3	...	2	4,72
1,53	22	1,45	...	2	2	9	...	4	...	...	1	25	1,61	...	...	1	3,15
1,66	19	1,40	...	2	...	...	2	9	...	...	1	21	1,52	...	...	2	3,20
1,64	21	1,22	3	34	...	2	2	11	...	...	1	26	1,70	...	...	...	3,34
1,77	†	1,14	†	15	†	...	†	25	†	...	1	†	1,55	...	...	4	3,36
2,02	†	1,49	†	24	†	5	†	25	†	...	1	†	2,04	...	...	3	4,09
91,33	2,154	1,85,93	6	76	36	91	466	7,21	7	1,20	28	2,669	1,96,29	73	...	4,92	2,93,27
97,52	2,278	1,76,84	2	54	38	1,16	362	6,61	11	1,41	41	2,691	1,86,97	71	...	4,32	2,89,52
1,05,64	2,399	1,76,56	3	60	130	1,85	314	6,25	10	1,04	33	2,856	1,86,63	72	...	4,92	2,97,91
1,03,63	1,899	1,38,31	3	35	136	2,05	387	8,09	14	1,43	36	2,439	1,50,59	68	...	4,16	2,59,06
1,01,07	2,050	1,47,15	5	63	175	2,69	325	6,26	18	2,19	33	2,573	1,59,25	55	...	4,10	2,64,97
8,60	341	9,56	1	6	1	1	98	73	...	...	6	441	10,42	8	...	78	19,88
11,07	385	11,18	2	12	1	2	114	75	...	...	6	502	12,13	8	...	1,31	24,59
12,24	419	12,66	2	12	2	2	211	1,13	...	1	12	634	14,06	9	...	1,26	27,65
11,71	462	13,36	4	16	3	3	314	95	...	...	24	783	14,74	10	...	1,05	27,60
13,47	512	13,68	9	16	5	6	135	1,10	...	...	12	661	15,12	8	...	1,21	29,88

Southern Mahratta railway (5′ 6″ gauge).
railway, metre gauge section.

APPENDIX

Details of gross earnings

[Previous figures relating to columns 5 to 16 and 18 will be found in Appendix 15, and those relating to columns 19 to 31 in Appendix 16, to the Report for 1903.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching Traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3′ 3⅜″ GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
10	(*f*)	Shoranur-Cochin.	1905	2,2	5	15,3	13	...	...	619,8	2,05	7,4	1	644,7	2,24	12
			1906	2,4	5	15,4	13	...	...	624,8	2,00	8,3	1	650,9	2,19	11
			1907	2,5	6	16,3	13	...	...	666,3	2,13	10,0	1	695,1	2,33	13
			1908	*	6	*	16	...	...	*	2,43	*	1	*	2,66	17
			1909	*	7	*	18	...	...	*	2,65	*	1	*	2,91	16
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian.	1905	24,5	1,28	150,1	2,46	...	...	18,793,6	69,04	415,0	18	19,383,2	72,96	4,27
			1906	25,0	1,38	159,0	2,67	...	...	19,727,6	70,67	439,0	20	20,350,6	74,92	4,49
			1907	26,4	1,50	178,6	2,98	...	...	22,938,9	77,99	512,1	23	23,656,0	82,70	5,07
			1908	49,4†	1,51	294,0†	3,20	...	...	30,277,3†	78,18	669,3†	30	31,290,0†	83,19	5,27
			1909	47,2†	1,30	320,8†	3,72	...	...	30,528,5†	85,62	1,003,6†	37	31,900,1†	91,01	5,81
21	(*a*)	Udaipur-Chitorgarh.	1905	7	4	2,2	6	...	...	253,5	1,12	5	...	256,9	1,22	10
			1906	1,0	4	2,0	6	1,3	1	271,1	1,21	5	...	275,9	1,32	14
			1907	1,5	6	2,4	6	3,0	3	280,8	1,23	5	...	288,2	1,38	10
			1908	2,0	9	2,6	7	2,5	3	276,1	1,23	5	...	283,7	1,42	13
			1909	1,0	7	2,1	6	2,2	2	266,9	1,24	5	...	272,7	1,39	10
		2′ 6″ GAUGE.														
24	(*a*)	Barasat-Basirhat Light.	1905	...	...	...	...	...	...	298,5	1,04	...	...	298,5	1,04	4
			1906	...	...	...	...	...	...	412,5	1,39	...	...	412,5	1,39	5
			1907	...	...	...	...	...	...	501,5	1,62	...	...	501,5	1,62	5
			1908	...	...	...	...	...	...	409,5	1,37	...	...	409,5	1,37	4
			1909	2	1	2,3	2	12,8	7	439,8	1,42	21,1	3	476,2	1,55	6
25	(*a*)	Barsi Light	1905	...	...	4	1	...	...	100,9	32	...	...	101,3	33	4
			1906	5	1	4	1	...	...	176,3	67	...	...	177,2	69	3
			1907	5	2	3,3	6	...	...	654,5	3,02	...	...	658,3	3,10	8
			1908	3	1	2,5	4	...	...	503,5	2,24	...	...	506,3	2,29	6
			1909	4	1	2,8	5	...	...	732,3	3,41	...	...	735,5	3,47	8
26	(*a*)	Bukhtiarpore-Behar Light	1905	...	...	...	...	...	...	252,2	60	...	...	252,2	60	3
			1906	...	...	...	...	...	...	274,1	66	...	...	274,1	66	4
			1907	...	...	...	...	...	...	314,1	79	...	...	314,1	79	3
			1908	...	...	...	...	...	...	279,9	69	...	...	279,9	69	4
			1909	1,0	1	1,9	1	13,1	6	395,5	1,00	...	...	411,5	1,08	4

* Included with the South Indian

† Includes the figures for the Nilgiri, Shoranur-Cochin,

4—*continued.*

of each railway system.

The figures for 1904 were not published. Previous figures of column 35 will be found in Appendix 12 to the Report for 1908. The remainder is new matter.]

	GOODS TRAFFIC.															
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Total coaching traffic earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,36	73	1,42	...	...	...	...	9	3	...	...	2	82	1,44	1	...	6	3,87
2,30	73	1,48	...	...	...	...	10	3	...	...	3	83	1,54	1	...	6	3,91
2,46	81	1,57	...	...	...	...	15	5	...	...	2	96	1,64	1	...	6	4,17
2,83	*	1,52	*	...	*	...	*	2	*	...	2	*	1,56	1	...	4	4,44
3,07	*	2,00	*	...	*	...	*	2	*	1	3	*	2,06	1	...	2	5,16
77,23	1,403	57,72	...	4	32	52	1,663	2,53	5	41	37	3,103	61,63	31	...	1,86	1,41,03
79,41	1,483	58,72	...	5	19	26	1,725	2,82	6	41	41	3,233	62,67	32	...	2,28	1,44,68
87,77	1,598	60,60	...	5	35	41	1,949	2,83	7	45	31	3,589	64,65	32	...	1,83	1,54,57
88,46	2,466†	63,52	3†	8	35†	43	1,549†	2,14	9†	43	29	4,062†	66,89	32	...	1,93	1,57,60
96,82	2,166†	61,91	3†	5	22†	34	401†	1,90	9†	35	49	2,601†	65,04	31	...	2,69	1,64,86
1,32	16	71	...	...	...	...	...	1	...	...	1	16	73	1	...	2	2,08
1,46	22	95	...	...	...	...	5	1	...	...	1	27	97	1	...	3	2,47
1,48	22	97	...	...	...	...	1	1	...	...	1	23	99	1	...	3	2,51
1,55	17	78	...	...	...	...	...	...	...	...	2	17	80	1	...	3	2,39
1,49	21	87	...	...	...	1	1	1	...	...	1	22	90	1	...	3	2,43
1,08	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	1,11
1,44	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	1	1,51
1,67	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	1	1,73
1,41	2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	...	1,49
1,61	2	13	...	...	...	...	...	...	...	...	...	2	13	...	...	...	1,74
37	79	1,77	...	...	...	...	3	2	...	...	...	82	1,79	...	...	3	2,19
72	56	1,38	...	...	...	...	1	1	...	...	1	57	1,40	1	...	6	2,19
3,13	80	2,09	...	...	1	1	1	...	...	...	1	82	2,11	1	...	13	5,43
2,35	69	1,85	...	...	...	...	...	...	...	...	1	69	1,86	2	...	8	4,31
3,55	97	2,68	...	...	1	2	12	6	...	...	2	110	2,78	2	...	10	6,45
63	19	26	...	...	...	...	...	...	...	...	...	19	26	...	...	...	89
70	28	41	...	...	...	...	...	...	...	...	...	28	41	...	...	...	1,11
82	21	28	...	...	...	...	...	...	...	...	...	21	28	...	...	1	1,11
73	28	37	...	...	...	...	...	...	...	...	...	28	37	...	...	...	1,10
1,12	29	39	...	...	...	...	...	...	...	...	...	29	39	...	...	1	1,52

railway, metre gauge section.
Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

APPEN

Details of gross earnings

[Previous figures relating to columns 5 to 16 and 18 will be found in Appendix 15, and those relating to columns 19 to 31 in Appendix 16, to the report for 1903.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2′ 6″ GAUGE—*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
28	(a)	Cutch ...	1905	...	...	...	...	...	...	2,7	1	...	...	2,7	1	...
			1906	...	...	...	...	...	...	8,8	2	...	...	8,8	2	...
			1907	...	...	...	...	...	...	21,4	7	...	...	21,4	7	2
			1908	...	...	...	...	...	...	23,4	6	...	...	23,4	6	2
			1909	1	...	...	...	...	...	75,7	34	...	...	75,8	34	7
30	(a)	Dholpur-Bari.	1908	1	...	...	...	...	...	39,4	11	...	...	39,5	11	1
			1909	...	...	2	...	...	...	52,0	14	...	...	52,2	14	1
18	(h)	Kalka-Simla.	1905	5,5	78	10,3	65	...	...	81,2	1,90	...	...	97,0	3,33	1,04
			1906	4,7	68	10,6	68	...	...	80,8	1,83	...	...	96,1	3,19	1,08
			1907	5,9	83	12,4	72	...	...	95,2	2,18	...	...	113,5	3,73	1,18
			1908	6,1	83	13,4	74	...	...	95,1	2,24	...	...	114,6	3,81	1,31
			1909	6,3	89	13,4	78	...	...	104,0	2,31	...	...	123,7	3,98	1,29
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1905	...	...	4	...	...	...	35,5	9	1,1	...	37,0	9	...
			1906	2	...	1,9	1	...	...	238,5	51	4,2	...	244,8	52	2
			1907	...	...	2,2	2	...	...	287,6	61	2,1	...	291,9	63	2
			1908	*	...	*	1	...	...	*	62	*	...	*	63	3
			1909	*	...	*	2	...	...	*	52	*	...	*	54	3
1	(d)	Mourbhanj	1905	1	...	4	1	5	...	28,9	10	...	...	29,9	11	1
			1906	2	...	4	1	1,3	1	62,4	20	...	...	64,3	22	2
			1907	...	...	5	1	1,8	1	66,1	22	...	...	68,4	24	1
			1908	1	...	5	1	1,5	1	67,8	22	...	...	69,9	24	2
			1909	2	1	6	1	1,6	1	69,8	22	...	...	72,2	25	1
1	(e)	Parlakimedi Light.	1905	3	1	...	...	2,7	1	65,1	15	...	...	68,1	17	2
			1906	3	...	...	...	2,6	1	79,2	13	...	...	82,1	14	1
			1907	3	1	...	...	2,3	1	111,9	15	...	...	114,5	17	1
			1908	4	1	...	...	1,3	...	117,1	17	...	...	118,8	18	2
			1909	3	1	...	...	1,8	1	121,1	17	...	...	123,2	19	2
20	(e)	Powayan Light.	1905	2	...	1,2	1	...	...	296,4	46	...	...	297,8	47	2
			1906	2	...	1,6	1	...	...	320,6	50	...	...	322,4	51	2
			1907	...	...	1,7	1	...	...	327,2	51	...	...	328,9	52	1
			1908	1	...	1,7	1	...	...	349,0	48	...	...	350,8	49	1
			1909	1	...	1,9	1	...	...	314,9	49	...	...	316,9	50	2
32	(a)	Shahdara (Delhi)-Saharanpur Light.	1907	...	...	...	...	...	...	165,0	59	...	...	165,0	59	1
			1908	1	...	3	1	10,5	6	589,7	2,00	...	...	600,6	2,07	7
			1909	2	1	2	...	8,9	5	651,4	2,14	...	.....	660,7	2,20	8

* Included with the South Indian railway, metre gauge section.

DIX 4—*continued.*

of each railway system.

The figures for 1904 were not published. Previous figures of column 35 will be found in Appendix 12 to the Report for 1903. The remainder is new matter.]

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1	7	27	...	...	...	...	...	...	...	...	...	7	27	...	...	...	28
2	11	33	...	...	...	...	...	...	...	...	...	11	33	...	...	5	40
9	9	24	...	...	...	...	2	5	...	...	...	11	29	...	...	5	43
8	9	25	...	...	1	2	...	...	...	...	2	10	29	...	...	3	40
41	15	35	...	...	1	2	...	...	...	...	6	16	43	...	...	1	85
12	17	9	...	...	...	...	...	...	...	...	...	17	9	...	...	...	21
15	26	20	...	...	...	...	...	...	...	...	...	26	20	...	...	1	36
4,37	20	2,47	1	11	3	31	3	9	...	...	1	27	2,99	2	...	14	7,52
4,27	25	2,65	1	13	4	42	2	5	...	...	2	32	3,27	2	...	8	7,64
4,91	38	3,79	...	6	3	23	6	13	...	...	2	47	4,23	2	...	10	9,26
5,12	38	3,80	1	6	4	31	6	12	...	...	2	49	4,31	2	...	20	9,65
5,27	38	3,78	...	4	5	38	18	21	...	...	2	61	4,48	2	...	10	9,82
9	2	4	...	...	...	...	...	...	...	...	...	2	4	...	...	...	13
54	14	24	...	...	1	1	...	...	...	...	...	15	25	...	...	...	79
65	15	26	...	...	...	1	...	...	...	...	...	15	27	...	...	1	93
66	*	24	...	...	...	...	...	...	...	...	...	*	24	...	...	1	91
57	*	28	...	...	...	...	...	...	...	...	...	*	28	...	...	...	85
12	3	7	...	...	...	...	10	11	...	...	1	13	19	...	...	...	31
24	12	19	...	...	...	...	...	...	...	...	1	12	20	1	...	1	46
25	11	17	...	...	...	1	...	...	...	...	...	11	18	...	...	1	44
26	16	24	...	...	...	...	...	...	...	...	...	16	24	1	...	...	51
26	15	28	...	...	...	...	...	...	...	...	...	15	28	1	...	...	55
19	10	9	...	...	...	...	...	...	...	...	...	10	8	...	...	...	27
15	6	5	...	...	...	...	1	1	...	...	...	7	6	...	...	...	21
18	7	5	...	...	...	...	1	1	...	...	...	8	6	...	...	1	25
20	6	5	...	...	...	...	2	2	...	...	...	8	7	...	...	...	26
21	5	4	...	...	...	...	1	1	...	...	...	6	5	...	...	...	26
49	29	43	...	...	...	...	1	...	...	...	1	30	44	...	...	...	93
53	31	46	...	...	...	...	1	...	...	...	...	32	46	...	...	...	99
53	23	33	...	...	...	...	1	1	...	...	...	24	34	...	...	...	87
50	21	32	...	...	...	...	1	...	...	...	—1	22	31	...	...	...	81
52	27	36	...	...	...	...	7	4	...	...	...	34	40	...	...	...	92
60	14	41	...	...	...	...	...	...	...	...	...	14	41	...	...	...	1,01
2,14	42	1,16	...	...	...	...	3	5	...	...	...	45	1,21	...	...	1	3,36
2,28	68	1,77	...	...	...	...	3	1	...	...	...	71	1,78	...	...	...	4,06

APPENDIX

Details of gross earnings

[Previous figures relating to columns 5 to 16 and 18 will be found in Appendix 15, and those relating to columns 19 to 31 in Appendix 16, to the Report for 1903.

Classification No. of Railway, (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2' 6" GAUGE — *concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1905	1	...	1,3	...	14,9	3	426,8	63	13,0	2	456,1	68	2
			1906	2	...	1,3	...	16,4	3	477,1	72	13,1	2	508,1	77	3
33	(a)	Tarakeshwar-Magra Light.	1907	...	...	1,6	1	19,7	3	512,5	78	17,2	3	551,0	85	3
			1908	1	...	1,2	...	22,3	4	594,7	80	21,4	3	639,7	87	4
			1909	2	...	1,2	...	23,1	4	552,4	78	22,4	4	599,3	86	5
			1905	2,5	3	...	...	3,9	1	147,8	33	1,0	1	155,2	38	4
			1906	2,2	2	...	...	4,4	1	136,2	33	13,0	1	155,8	37	5
34	(a)	Tezpore-Balipara Light.	1907	2,2	3	...	...	4,5	1	136,9	32	13,2	1	156,8	37	5
			1908	1,9	2	...	...	4,9	1	136,0	32	9,8	1	152,6	36	5
			1909	1,7	2	...	...	4,5	1	124,0	31	13,9	1	144,1	35	4
		2' 0" GAUGE.														
			1905	6,5	74	19,7	1,01	...	...	111,2	1,31	...	...	137,4	3,06	96
			1906	7,1	82	19,2	99	...	...	108,0	1,33	...	...	134,3	3,14	98
36	(a)	Darjeeling Himalayan.	1907	7,2	85	19,8	92	...	...	118,3	1,38	...	...	145,3	3,15	93
			1908	7,8	89	21,3	96	...	...	136,6	1,48	...	...	165,7	3,33	94
			1909	8,3	90	21,3	92	...	...	144,3	1,53	...	...	173,9	3,35	97
			1905	...	...	...	...	...	...	939,6	2,98	...	...	939,6	2,98	2
			1906	...	...	...	...	...	...	992,9	3,16	...	...	992,9	3,16	3
37	(a)	Howrah-Amta Light.	1907	...	...	...	...	...	...	1,047,3	3,40	...	...	1,047,3	3,40	4
			1908	...	...	...	...	...	...	1,131,5	3,62	...	...	1,131,5	3,62	6
			1909	3	...	9	1	22,8	11	1,088,1	3,69	119,2	11	1,231,3	3,92	9
			1905	...	...	...	...	...	...	350,9	79	...	...	350,9	79	...
			1906	...	...	...	...	...	...	364,4	80	...	...	364,4	80	1
38	(a)	Howrah-Sheakhala Light.	1907	...	...	...	...	...	...	392,4	85	...	...	392,4	85	1
			1908	...	...	...	...	...	...	445,8	91	...	...	445,8	91	2
			1909	1	...	...	...	66	2	354,6	80	123,7	13	485,0	95	2
			1905	...	...	...	...	...	...	166,6	26	...	...	166,6	26	...
			1906	...	...	...	...	...	...	161,6	27	...	...	161,6	27	...
40	(a)	Jorhat ...	1907	...	...	...	...	...	...	185,2	30	...	...	185,2	30	...
			1908	...	...	...	...	...	...	194,4	32	...	...	194,4	32	...
			1909	...	...	...	...	...	...	194,5	31	...	...	194,5	31	...
			1905	662,6	45,12	2,948,7	64,66	8,104,0	83,06	218,413,1	10,68,76	18,028,8	12,23	248,157,2	12,73,83	1,66,67
			1906	683,8	47,23	3,026,1	67,35	8,493,7	86,87	239,391,2	11,53,48	19,468,2	13,38	271,063,0	13,68,31	1,71,16
...	...	Total of all railways.	1907	732,0	50,24	3,093,1	70,21	9,873,4	93,10	271,223,6	12,76,92*	20,733,2	14,03	305,865,3	15,04,50	1,80,76
			1908	747,7	50,84	3,327,5	71,10	10,060,2	93,61	284,578,9	13,06,78	22,454,7	14,54	321,169,0	15,36,87	1,86,01
			1909	748,4	51,90	3,344,8	71,63	10,028,4	87,87	291,544,3	13,38,95	23,713,7	15,59	329,379,6	15,65,94	1,89,67

* Revised figure.

4—concluded.

of each railway system.

The figures for 1904 were not published. Previous figures of column 35 will be found in Appendix 12 to the Report for 1908. The remainder is new matter.]

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings [In thousands.]	Steamboat earnings. [In thousands.	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
70	21	13	...	...	...	...	1	2	...	...	...	22	15	1	...	1	87
80	25	17	...	...	...	...	1	1	...	...	...	26	18	1	..	1	1,00
98	32	20	...	...	...	...	1	1	...	...	...	33	21	...	...	1	1,10
91	29	20	...	...	...	...	1	1	...	...	...	30	21	...	...	1	1,13
91	45	10	...	...	...	...	1	1	...	...	20	46	31	1	...	1	1,24
42	12	50	...	...	2	5	...	...	...	...	..	14	55	1	...	5	1,03
42	13	56	...	...	3	8	...	...	...	...	...	16	64	1	...	8	1,15
42	12	53	...	...	3	8	...	...	...	...	1	15	62	2	...	6	1,12
41	6	33	...	...	3	8	...	...	...	...	1	9	42	2	...	5	89
39	6	30	...	...	3	10	...	...	...	...	1	9	41	1	...	5	86
4,02	36	4,89	...	7	2	15	6	35	...	...	11	44	5,57	3	...	10	9,72
4,12	36	4,83	...	6	2	15	6	36	...	...	9	44	5,49	2	...	17	9,80
4,08	34	4,49	...	11	3	22	9	31	...	1	10	46	5,24	2	...	16	9,50
4,27	32	4,36	...	9	3	21	8	32	...	...	9	43	5,07	3	...	7	9,44
4,32	37	4,76	...	9	2	20	8	31	...	...	9	47	5,45	3	...	9	9,89
3,00	17	28	...	...	...	...	...	...	...	...	...	17	28	...	...	1	3,29
3,19	20	32	...	...	...	...	...	...	...	...	...	20	32	...	...	...	3,51
3,44	16	26	...	...	...	...	...	...	...	..	...	16	26	...	...	...	3,70
3,68	17	29	...	...	...	...	...	...	...	...	...	17	29	...	...	1	3,98
4,01	19	35	...	...	...	...	...	...	...	...	...	19	35	...	...	1	4,37
79	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	1	88
81	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	1	91
86	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	...	95
93	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	...	1,01
97	8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	...	1,07
26	10	48	...	...	...	...	...	...	...	...	...	10	48	2	...	3	79
27	15	59	...	...	...	...	...	...	...	...	...	15	59	2	...	5	93
30	14	57	...	...	...	...	...	...	...	...	...	14	57	2	...	3	92
32	17	65	...	...	...	...	...	...	...	...	...	17	65	2	...	2	1,91
31	18	64	...	...	...	...	...	...	...	...	...	18	64	2	...	2	99
14,38,51	30,433	21,32,27	93	20,63	10,202	2,89,19	14,106	1,46,51	102	*18,46	*20,33	54,936	26,20,78*	*8,78	21,08	80,77*	41,69,92
15,36,65	32,772	22,36,58	87	20,58	11,184	3,21,84	14,704	1,51,54	122	20,35	16,85	58,869	27,59 69	8,63	24,73	83,88	44,13,58
16,82,13*	35,381	23,97,33	87	19,12	12,191	3,17,71	14,300	1,60,28	140	20,59	18,87	62,099	29,24,27	9,24	27,49	87,38	47,30,51*
17,22,88	32,501	*20,52,05	96	10,50	13,257	*3,57,82	16,381	1,82,22	163	21,58	14,80	62,398	26,32,06	8,48	28,61	90,68	44,82,69
17,52,32	33,926	22,59,93	106	13,13	12,159	3,30,05	14,545	1,76,26	166	22,37	16,26	60,902	28,12,47	7,43	28,00	1,06,15	47,06,38

*Revised figures.

APPENDIX 5.

Details of working expenses of each railway system. [*In thousands of rupees.*]

[Previous figures will be found in Appendix 14 to the Report for 1903. Those for 1904 were not published.]

Classification No. of railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		5′ 6″ gauge.									
...	...	Bengal Central ...	1905	1,47	1,01	20	77	1,13	...	50	5,08 1st half of 1905.
				Amalgamated with the Eastern Bengal State Railway system from the 1st July 1905.							
1	(*a*) to (*c*), (*f*) and (*g*).	Bengal-Nagpur ...	1905	26,53	31,69	9,35	19,28	13,56	2,25	8,01	1,10,67
			1906	26,38	40,12	11,96	23,34	14,31	3,14	8,71	1,27,96
			1907	27,07	48,65	13,69	24,97	15,16	3,29	8,51	1,41,34
			1908	32,91	51,36	16,30	27,38	16,67	3,94	8,93	1,57,49
			1909	33,36	49,55	15,34	27,21	17,95	3,48	9,41	1,56,30
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1905	17,89	36,14	11,02	13,92	8,31	...	5,19	92,47
			1906	21,28	41,26	12,40	15,53	9,71	...	3,36	1,03,54
			1907	20,81	37,93	13,19	16,09	8,78	...	4,72	1,01,52
			1908	28,07	43,92	12,01	19,14	10,90	...	5,75	1,19,79
			1909	25,01	49,03	9,99	19,48	10,81	...	5,98	1,20,30
3	(*a*)	Eastern Bengal State ...	1905	14,84	17,51	6,31	15,87	5,49	...	4,42	64,44
			1906	23,54	19,98	6,37	22,53	6,75	...	3,96	83,13
			1907	33,68	22,09	7,27	26,64	8,26	...	5,48	1,03,42
			1908	31,53	31,27	10,61	26,93	8,84	...	4,96	1,14,14
			1909	30,51	29,01	7,56	28,28	9,32	...	4,69	1,09,37
4	(*a*) to (*d*)	East Indian ...	1905	59,44	79,94	33,86	59,96	26,32	2,74	19,89	2,82,15
			1906	77,02	85,67	34,41	70,12	28,53	2,23	23,77	3,21,75
			1907	77,47	97,33	30,02	79,15	30,57	2,30	18,62	3,35,46
			1908	80,00	1,12,66	47,47	87,08	33,89	5,10	25,60	3,91,80
			1909	74,76	80,77	36,95	83,45	33,32	2,52	20,72	3,32,49
5	(*a*) to (*i*)	Great Indian Peninsula	1905	60,07	1,28,94	30,75	48,57	23,26	...	13,78	3,05,37
			1906	65,23	1,35,81	30,61	51,88	24,98	...	13,50	3,22,01
			1907	66,12	1,62,74	34,73	56,64	25,79	...	19,12	3,65,14
			1908	73,41	1,67,63	29,08	61,28	27,13	...	18,26	3,76,79
			1909	67,08	1,67,05	36,24	62,16	28,36	...	20,47	3,81,36
...	...	Madras ...	1905	28,78	44,76	15,86	15,23	10,17	...	7,59	1,22,39
			1906	36,34	44,49	13,34	16,53	10,83	...	5,56	1,27,09
			1907	49,10	48,28	15,08	18,45	11,74	...	5,39	1,48,04
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1908	32,82	43,39	15,03	15,32	10,47	...	3,70	1,20,73
			1909	22,16	44,33	11,86	14,06	9,96	...	5,05	1,07,42
7	(*a*) & (*b*)	Nizam's Guaranteed State	1905	3,77	4,74	1,41	2,59	2,41	...	80	15,72
			1906	5,63	5,16	1,59	2,78	2,47	...	80	18,43
			1907	4,69	5,51	1,58	2,86	2,57	...	93	18,14
			1908	4,00	6,14	1,43	3,09	2,74	...	91	18,31
			1909	6,49	6,30	1,71	3,46	2,81	...	1,31	22,08
8	(*a*) to (*g*) and (*i*) and (*j*)	North Western State—									
			1905	72,03	1,23,93	19,89	42,00	15,51	—2	7,80	2,81,14
			1906	78,64	1,38,52	21,78	45,63	16,29	6	8,32	3,09,24
		Commercial Section ...	1907	92,25	1,40,66	29,87	54,61	18,95	8	10,33	3,46,75
			1908	1,06,50	1,80,65	35,88	61,24	21,44	7	16,16	4,21,94
			1909	97,77	1,88,71	29,01	62,86	21,20	19	18,09	4,17,83

APPENDIX 5—*contd.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

[Previous figures will be found in Appendix 14 to the Report for 1903. Those for 1904 were not published.]

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		5′ 6″ GAUGE—*concld.*									
		Military Section ...	1905	13,80	17,15	2,19	6,48	3,48	11	76	43,97
			1906	15,56	20,61	2,32	7,53	3,68	12	1,01	50,83
			1907	19,86	21,03	2,87	8,50	3,86	14	1,11	57,37
			1908	28,05	32,08	4,17	8,75	4,39	...	1,28	78,72
			1909	20,59	32,95	3,55	9,69	4,48	...	1,49	72,75
		Total ...	1905	85,83	1,41,08	22,08	48,48	18,99	9	8,56	3,25,11
			1906	94,20	1,59,13	24,10	53,16	19,97	18	9,33	3,60,07
			1907	1,12,11	1,61,69	32,74	63,11	22,81	22	11,44	4,04,12
			1908	1,34,55	2,12,73	40,05	69,99	25,83	7	17,44	5,00,66
			1909	1,18,36	2,21,66	32,56	72,55	25,68	19	19,58	4,90,58
9	(*a*) to (*c*)	Oudh and Rohilkhand State.	1905	31,92	26,45	5,03	17,15	7,05	...	4,62	92,22
			1906	22,06	30,39	5,86	17,37	7,43	...	5,42	88,53
			1907	27,74	51,57	7,13	19,06	8,06	...	4,68	1,18,24
			1908	25,89	42,21	11,13	20,29	8,77	...	4,92	1,13,21
			1909	23,56	29,92	30,74	19,43	8,93	...	5,19	1,17,77
10	(*a*)	South Indian ...	1908	7,40	12,32	5,55	3,51	2,38	...	84	32,00
			1909	4,46	17,03	2,65	4,48	3,38	...	2,12	34,12
		3′ 3¾″ GAUGE.									
			1905	10,03	7,83	2,36	4,54	6,05	34	1,84	32,99
			1906	12,68	8,87	2,69	5,27	5,51	25	2,65	37,92
11	(*a*)	Assam-Bengal ...	1907	13,18	10,65	2,98	6,45	5,76	28	3,20	42,50
			1908	13,22	11,01	2,91	7,18	5,85	31	5,95	46,43
			1909	13,56	11,17	2,52	7,23	6,06	24	3,89	44,67
			1905	14,42	13,06	3,47	9,85	6,37	4,61	1,53	53,31
			1906	20,48	15,10	4,22	10,53	6,73	4,71	2,16	63,93
12	(*a*) & (*b*)	Bengal and North-Western.	1907	21,87	18,45	4,77	11,63	7,42	4,96	3,95	73,05
			1908	17,34	20,92	5,36	12,99	7,71	5,83	2,78	72,93
			1909	17,50	20,38	5,03	12,89	8,11	5,88	2,71	72,50
			1905	1,28	88	26	63	1,08	...	22	4,35
			1906	92	91	24	73	1,08	...	16	4,04
13	(*a*) & (*b*)	Bengal Dooars ...	1907	2,67	1,03	23	75	1,08	...	21	5,97
			1908	97	88	21	71	1,08	...	24	4,09
			1909	84	83	22	70	1,01	...	26	3,86
			1905	3,17	2,63	87	1,78	2,06	...	48	10,99
			1906	3,07	2,77	77	1,91	1,98	...	48	10,98
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1907	3,54	3,16	73	2,13	2,25	...	87	12,68
			1908	3,13	4,24	74	2,27	2,22	...	60	13,20
			1909	3,94	6,06	93	2,50	2,13	...	60	16,16

APPENDIX 5—*contd.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

[Previous figures will be found in Appendix 14 to the Report for 1903. Those for 1904 were not published.]

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3 '3 3/8" GAUGE—*contd.*								c	
			1905	27,85	33,98	6,94	14,08	9,81	1,41	1,88	95,95
			1906	27,15	34,01	8,44	14,91	10,18	1,33	2,68	98,70
15	(*a*) & (*b*)	Burma	1907	27,26	36,33	11,61	16,47	11,23	1,63	3,30	1,07,83
			1908	27,84	37,94	10,65	18,18	12,25	1,63	3,30	1,11,79
			1909	35,16	39,24	11,73	18,81	12,84	2,43	3,61	1,23,82
			1905	6	12	2	6	...	...	6	32
			1906	7	7	5	7	4	...	3	33
16	(*a*)	Deoghur	1907	5	11	12	8	5	...	...	41
			1908	5	13	3	9	4	...	...	34
			1909	6	10	4	9	4	...	...	33
			1905	1,89	1,14	1,00	63	83	...	5	5,54
			1906	2,15	1,24	1,39	70	86	...	6	6,40
17	(*a*) & (*b*)	Dibru-Sadiya ...	1907	2,78	1,83	61	73	87	...	4	6,86
			1908	1,75	1,98	71	79	88	...	5	6,16
			1909	1,75	2,18	89	90	93	...	6	6,71
			1905	12,68	11,04	2,06	8,05	4,15	5,23	1,47	44,68
			1906	16,15	13,08	6,32	10,47	4,89	6,39	1,93	59,23
3	(*b*) to (*d*)	Eastern Bengal State ...	1907	15,70	14,64	4,70	11,55	5,16	7,12	2,61	61,48
			1908	15,22	19,94	14,70	13,01	5,85	7,62	3,27	79,61
			1909	13,18	20,75	6,45	14,97	6,39	8,99	2,25	72,99
			1905	6,73	3,80	52	2,33	2,62	...	35	16,35
			1906	6,29	3,64	62	2,44	2,68	...	44	16,11
7	(*c*)	Hyderabad-Godavari Valley.	1907	4,79	3,74	57	2,48	2,78	...	45	14,81
			1908	5,88	4,14	56	2,71	2,94	...	57	16,80
			1909	6,79	4,55	58	2,89	3,00	...	72	18,53
			1905	4,51	5,52	85	1,98	1,26	...	79	14,91
			1906	5,95	7,04	93	2,37	1,43	...	94	18,66
18	(*a*) to (*d*)	Jodhpur-Bikaner ...	1907	6,61	7,13	1,18	2,40	1,46	...	89	19,67
			1908	5,17	7,52	1,61	2,41	1,54	...	89	19,14
			1909	6,28	7,48	1,69	2,66	1,65	...	1,47	21,23
			1905	18,81	24,38	6,06	9,36	8,94	1,34	1,81	70,70
..	...	Southern Mahratta ...	1906	17,94	7,56	6,44	10,13	9,67	1,49	2,38	75,61
			1907	20,23	28,56	9,27	11,10	9,65	2,04	2,15	83,00
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1908	19,49	36,04	8,63	12,96	10,99	2,45	3,27	93,83
			1909	21,51	37,58	9,33	13,65	11,10	2,03	2,60	97,80
			1905	24	56	6	30	28	...	5	1,49
			1906	27	45	11	23	35	...	7	1,48
19	(*a*)	Morvi	1907	26	54	10	23	35	...	8	1,56
			1908	29	95	16	35	34	...	17	2,26
			1909	37	99	19	40	32	...	32	2,59

APPENDIX 5—*contd.*

Details of working expenses of each railway system. In thousands of rupees.]

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Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3′ 3⅜″ GAUGE—*concld.*									
			1905	73	1,23	8	33	21	...	8	2,66
			1906	88	1,23	7	34	21	...	10	2,83
10	(*d*)	Nilgiri	1907	96	1,15	6	36	22	...	9	2,84
			1908	46	1,66	38	23	14	...	6	2,93
			1909	51	2,21	18	36	22	...	7	3,55
			1905	24,38	50,48	15,16	19,27	12,94	...	3,62	1,25,85
			1906	27,83	54,83	16,34	20,61	12,82	...	4,53	1,36,96
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa ...	1907	31,94	56,78	15,88	25,25	13,97	...	4,40	1,48,22
			1908	35,80	61,60	15,66	25,87	15,20	...	5,31	1,59,44
			1909	31,49	57,42	15,52	26,42	14,25	...	4,43	1,49,53
			1905	3,22	2,61	78	1,58	1,51	...	43	10,13
			1906	2,90	3,63	1,06	1,99	1,72	...	1,27	12,57
20	(*a*) & (*b*)	Rohilkund and Kumaon	1907	2,54	4,28	1,32	2,40	1,95	...	39	12,88
			1908	2,88	4,35	1,59	2,72	2,40	...	35	14,29
			1909	4,25	4,34	1,34	2,96	2,22	...	66	15,77
			1905	48	87	31	30	19	...	10	2,25
			1906	60	87	26	33	20	...	10	2,36
10	(*f*)	Shoranur-Cochin ...	1907	82	98	31	33	23	...	9	2,81
			1908	48	91	30	35	26	...	14	2,44
			1909	43	1,09	7	46	31	...	19	2,55
			1905	17,30	24,27	5,94	10,61	8,96	...	2,69	69,77
			1906	22,20	29,27	6,47	11,06	9,50	...	2,50	81,00
10	(*b*), (*c*), (*e*) and (*g*) to (*i*)	South Indian ...	1907	19,81	25,77	6,56	11,80	9,61	...	2,98	76,53
			1908	15,24	30,15	8,60	13,33	10,03	...	5,57	82,92
			1909	14,05	30,84	10,00	15,16	10,01	...	5,37	85,43
			1905	34	31	5	17	13	...	4	1,04
			1906	37	34	5	18	14	...	4	1,12
21	(*a*)	Udaipur-Chitorgarh	1907	37	33	6	20	14	...	4	1,14
			1908	39	33	7	23	15	...	4	1,21
			1909	39	34	7	19	14	...	5	1,18
		2′ 6″ GAUGE.									
			1905	14	12	4	19	6	...	1	56
			1906	19	16	6	24	6	...	...	71
24	(*a*)	Baraset-Basirhat Light	1907	21	24	8	27	7	...	...	87
			1908	22	27	9	24	7	...	1	90
			1909	32	29	6	29	7	...	2	1,05
			1905	10	23	5	16	22	...	4	80
			1906	11	27	6	21	40	...	4	1,09
25	(*a*)	Barsi Light ...	1907	62	1,02	11	45	96	...	3	3,19
			1908	30	82	10	40	92	...	5	2,59
			1909	31	86	5	41	88	...	4	2,55

APPENDIX 5—*contd.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

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Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		2′ 6″ gauge—*contd.*									
			1905	11	14	3	19	5	...	1	53
			1906	14	17	4	23	5	...	...	63
26	(g)	Bukhtiarpore-Behar Light	1907	13	18	4	24	6	...	...	65
			1908	12	19	5	22	6	...	1	65
			1909	15	38	6	28	6	...	1	94
			1905	1	4	1	1	...	...	...	7
			1906	6	9	1	4	...	...	...	20
28	(a)	Cutch	1907	3	8	2	3	2	...	1	19
			1908	3	8	4	4	3	...	...	22
			1909	10	12	4	8	3	...	...	37
30	(a)	Dholpur-Bari ...	1908	13	7	1	6	5	...	1	33
			1909	5	9	2	7	6	...	1	30
			1905	9	1,77	22	67	63	...	14	3,52
			1906	1,05	1,67	17	85	77	...	6	4,57
8	(h)	Kalka-Simla ...	1907	1,38	1,92	33	70	60	...	28	5,21
			1908	2,21	2,50	37	97	51	...	18	6,74
			1909	1,35	3,47	67	1,32	49	...	12	7,42
			1905	6	3	2	2	...	...	1	14
			1906	5	37	11	14	8	...	6	81
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1907	23	29	9	11	7	...	5	84
			1908	19	42	10	7	5	...	3	86
			1909	20	49	5	7	7	...	3	91
			1905	7	6	2	4	5	...	...	24
			1906	7	7	4	4	1	...	...	23
1	(d)	Mourbhanj ...	1907	6	7	2	5	2	...	...	22
			1908	6	7	1	5	2	...	1	22
			1909	7	10	5	7	2	...	...	31
			1905	5	9	1	4	4	...	...	23
			1906	6	16	5	3	1	...	...	31
1	(e)	Parlakimedi Light ...	1907	7	17	2	3	2	...	...	31
			1908	8	8	3	4	3	...	...	26
			1909	7	6	...	4	2	...	...	19
			1905	15	15	5	9	10	...	1	55
			1906	15	17	6	9	12	...	1	60
20	(c)	Powayan Light ...	1907	15	17	4	8	7	...	1	52
			1908	14	20	3	7	5	...	...	49
			1909	13	21	4	8	8	...	1	55
			1907	14	27	4	22	4	...	...	71
32	(a)	Shahdara (Delhi)-Saharanpur Light.	1908	43	55	9	45	36	...	6	1,94
			1909	33	58	11	63	39	...	6	2,10

APPENDIX 5—*concld.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

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Classification No. of railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		2′ 6″ GAUGE—*concld.*									
			1905	13	17	4	17	14	...	...	65
			1906	13	16	4	19	13	...	2	67
33	(*a*)	Tarakeshwar-Magra Light.	1907	14	22	5	20	14	...	1	76
			1908	14	26	6	20	14	...	2	82
			1909	16	26	8	21	13	...	2	86
			1905	14	20	10	18	13	...	1	76
			1906	14	21	12	18	14	...	1	80
34	(*a*)	Tezpore-Balipara Light	1907	16	21	12	18	14	...	2	83
			1908	15	15	7	15	14	...	2	68
			1909	12	13	8	14	14	...	1	62
		2′ 0″ GAUGE.									
			1905	1,20	1,68	52	80	1,11	...	30	5,61
			1906	1,34	1,65	53	85	1,11	...	30	5,78
36	(*a*)	Darjeeling-Himalayan	1907	1,00	1,44	56	85	1,06	...	31	5,22
			1908	98	1,52	46	91	1,05	...	31	5,23
			1909	85	1,77	48	98	1,02	...	39	5,49
			1905	34	41	18	45	13	...	...	1,51
			1906	33	55	21	51	14	...	...	1,74
37	(*a*)	Howrah-Amta Light ...	1907	33	49	16	54	15	...	...	1,67
			1908	44	61	20	58	16	...	3	2,02
			1909	59	65	16	66	17	...	3	2,26
			1905	11	9	5	20	5	...	...	50
			1906	11	12	4	21	5	...	...	53
38	(*a*)	Howrah-Sheakhala Light	1907	12	13	5	21	5	...	...	56
			1908	16	17	7	21	5	...	1	67
			1909	18	17	5	23	5	...	1	69
			1905	19	23	7	14	12	...	1	76
			1906	22	25	6	14	12	...	1	80
40	(*a*)	Jorhat	1907	26	27	9	15	13	...	1	91
			1908	23	31	6	16	13	...	1	90
			1909	16	35	4	18	14	...	1	88
			1905	4,81,55	7,02,38	1,84,07	3,31,02	1,86,91	18,01	91,39	19,95,33
			1906	5,43,73	7,72,99	1,98,71	3,71,46	1,98,16	19,72	97,44	22,02,21
...	...	Total of all railways ...	1907	5,99,20	8,58,42	2,18,31	4,17,67	2,11,52	21,84	1,05,36	24,32,32
			1908	6,22,19	9,76,59	2,63,37	4,55,21	2,31,31	26,95	1,24,63	27,00,25
			1909	5,82,95	9,52,19	2,54,42	4,63,54	2,35,07	25,76	1,24,55	26,38,48

APPENDIX 6.

General results of working each railway system.

[Previous figures relating to Columns 6 and 7 (totals only) will be found in Appendix II, and those relating to Columns 8 to 11 in Appendix 12, to the report for 1908. The remainder is new matter.]

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (In thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		5′ 6″ GAUGE.									
...	...	Bengal Central ...	1905	†	197	†	*6,66	*5,08	*1,58	*76·28	...
			1906	†	†	†	†	†	†	†	†
1	(*a*) to (*c*), (*f*) and (*g*)	Bengal-Nagpur ...	1905	1,974·77	5,851	26,87,89	2,44,71	1,10,67	1,34,04	‡45·22	4·99
			1906	1,996·50	6,458	27,82,09	2,69,47	1,27,96	1,41,51	‡47·49	5·09
			1907	2,113·35	6,944	30,14,72	2,89,80	1,41,34	1,48,46	‡48·77	4·92
			1908	2,300·86	6,886	31,94,80	2,71,56	1,57,49	1,14,07	‡57·99	3·57
			1909	2,348·63	7,074	33,61,56	2,87,72	1,56,30	1,31,42	‡54·32	3·91
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1905	858·43	3,365	14,70,59	2,11,73	92,47	1,19,26	43·67	8·11
			1906	859·80	3,608	14,73,61	2,19,23	1,03,54	1,15,69	47·23	7·85
			1907	960·80	4,137	15,84,03	2,31,42	1,01,52	1,29,90	43·87	8·20
			1908	996·43	4,357	17,01,24	2,27,19	1,19,79	1,07,40	52·73	6·31
			1909	1,199·15	4,647	20,17,63	2,49,22	1,20,30	1,28,92	48·27	6·39
3	(*a*)	Eastern Bengal State ...	1905	497·95	2,583	10,65,90	1,18,00	64,44	53,56	54·61	5·02
			1906	497·95	3,322	10,90,96	1,41,12	83,13	57,99	58·90	5·32
			1907	507·47	3,761	12,17,18	1,64,21	1,03,42	60,79	62·98	4·99
			1908	507·47	3,867	13,01,39	1,60,78	1,14,14	46,64	70·99	3·58
			1909	507·23	3,898	13,60,76	1,62,69	1,09,37	53,32	67·22	3·92
4	(*a*) to (*d*)	East Indian	1905	2,235·65	16,246	52,77,77	7,79,46	2,82,15	4,97,31	36·20	9·42
			1906	2,428·39	17,346	54,61,26	8,26,07	3,21,75	5,04,32	38·95	9·23
			1907	2,471·64	19,230	59,27,41	8,37,91	3,35,46	5,02,45	40·04	8·48
			1908	2,476·94	20,910	61,45,02	8,53,25	3,91,80	4,61,45	45·92	7·51
			1909	2,475·83	19,416	62,78,35	8,28,70	3,32,49	4,96,21	40·12	7·90
5	(*a*) to (*i*)	Great Indian Peninsula ...	1905	2,989·10	15,276	48,19,72	6,30,44	3,05,37	3,25,07	48·44	6·74
			1906	2,997·29	15,846	48,99,63	6,44,02	3,22,01	3,22,01	50·00	6·57
			1907	3,009·90	17,931	50,61,33	6,88,54	3,65,13	3,23,41	53·03	6·39
			1908	3,043·59	17,277	53,30,42	6,05,63	3,76,79	2,28,84	62·21	4·29
			1909	3,157·43	17,763	54,25,04	6,61,11	3,81,36	2,79,75	57·69	5·16
...	...	Madras ...	1905	1,411·08	5,174	20,47,29	2,08,41	1,22,39	86,02	58·73	4·20
			1906	1,467·43	5,065	21,92,71	2,13,90	1,27,09	86,81	59·42	3·96
			1907	1,490·19	5,384	22,63,43	2,20,60	1,48,04	72,56	67·10	3·21
6	(*a*) and (*b*)	Madras and Southern Mahratta	1908	1,041·61	4,599	16,80,91	1,66,21	1,20,73	45,48	72·64	2·71
			1909	1,041 61	4,313	17,18,61	1,80,92	1,07,42	73,50	59·37	4·28
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1905	350·71	973	4,47,65	46,26	15,72	30,54	33·98	6·82
			1906	350·71	1,072	4,48,26	48,33	18,43	29,90	38·13	6·67
			1907	350·71	1,145	4,61,17	53,01	18,14	34,87	34·22	7·56
			1908	350·71	1,149	4,67,92	50,38	18,31	32,07	36·34	6·85
			1909	350·71	1,216	4,80,00	50,04	22,08	27,96	44·12	5·83
8	(*a*) to (*g*) and (*i*) and (*j*).	North Western State—									
		Commercial Section ...	1905	2,980·88	15,211	43,39,56	5,99,17	2,81,14	3,18,03	46·92	7·33
			1906	3,189 47	15,920	46,38,54	6,35,58	3,09,24	3,26,34	48·65	7·04
			1907	3,244·96	17,413	49,02,52	7,27,68	3,46,75	3,80,93	47·65	7·77
			1908	3,214·76	16,879	52,91,34	5,74,24	4,21,94	1,52,30	73·48	2·88
			1909	3,317·14	17,098	56,12,02	6,80,90	4,17,83	2,63,07	61·36	4·69
		Military Section ...	1905	1,130·20	2,498	16,96,14	43,07	43,97	—90	102·09	...
			1906	1,129·95	2,829	17,00,50	50,29	50,83	—54	101·07	...
			1907	1,121·63	2,886	17,07,29	50,96	57,37	—6,41	112·58	...
			1908	1,155·04	3,205	17,61,82	53,17	78,72	—25,55	148·05	...
			1909	1,157·63	3,286	18,31,29	51,67	72,75	—21,08	140·80	...
		Total ...	1905	4,111·08	17,709	60,35,70	6,42,24	3,25,11	3,17,13	50·62	5·23
			1906	4,319·42	18,749	63,39,04	6,85,87	3,60,07	3,25,80	52·50	5·14
			1907	4,366·59	20,299	66,07,81	7,78,64	4,04,12	3,74,52	51·90	5·67
			1908	4,369·80	20,084	70,53,16	6,27,41	5,00,66	1,26,75	79·80	1 80
			1909	4,474·77	20,384	74,43,31	7,32,57	4,90,58	2,41,99	66·97	3·25

* For the first half of the year only. † Included with the Eastern Bengal State railway (5′ 6″ gauge). ‡ See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

[Previous figures relating to Columns 6 and 7 (totals only) will be found in Appendix II, and those relating to Columns 8 to 11 in Appendix 12, to the report for 1908. The remainder is new matter.]

Classification No. of railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		5′ 6″ GAUGE—*concld.*									
9	(*a*) to (*c*)	Oudh and Rohilkhand State ...	1905	1,276·69	4,976	15,46,33	1,56,99	92,21	64,78	58·74	4·19
			1906	1,324·20	5,183	15,95,10	1,68,01	88,53	79,48	52·69	4·98
			1907	1,334·87	5,301	16,69,48	1,85,80	1,18,24	67,56	63·64	4·05
			1908	1,334·87	4,940	17,45.63	1,65,38	1,13,21	52,17	68·45	2·99
			1909	1,342·56	4,970	17,92,61	1,65,56	1,17,77	47,79	71·14	2·67
10	(*a*)	South Indian	1908	445·94	1,420	6,42,28	57,25	32,00	25,25	*55·90	3·93
			1909	445·94	1,742	6,43,58	62,30	34,12	28,18	*54·76	4·38
		3′ 3⅜″ GAUGE.									
11	(*a*)	Assam-Bengal ...	1905	775·28	1,485	12,99,28	34,83	33,00	1,83	94·75	0·14
			1906	775·28	1,596	13,19,38	42,20	37,92	4,28	89·86*	0·32
			1907	775·28	1,771	13,40,44	48,90	42,50	6,40	86·91*	0·48
			1908	775·28	1,900	13 73,46	46,97	46,43	54	98·87*	0·04
			1909	770·84	1,788	14,08,36	49,15	44,67	4,48	90·90*	0·32
12	(*a*) & (*b*)	Bengal and North-Western ...	1905	1,466·77	4,319	11,92,33	1,23,61	53,31	70,30	43·13	5·90
			1906	1,546·48	4,988	12,71,07	1,43,83	63,93	79,90	44·45	6·29
			1907	1,778·44	5,501	14,53,80	1,64,99	73,05	91,94	44·28	6·32
			1908	1,791·42	5,707	14,88,24	1,61,49	72,93	88,56	45·16	5·95
			1909	1,866·25	5,622	15,31,67	1,56,20	72,50	83,70	46·42	5·46
13	(*a*) & (*b*)	Bengal Dooars	1905	152·96	268	1,15,19	8,82	4,35	4,47	49·32	3·88
			1906	152·96	214	1,17.32	9,93	4,05	5,88	40·79	5·01
			1907	152·96	246	1,18,27	10,25	5,97	4,28	58·24	3·62
			1908	152·96	205	1,18,68	10,57	4,09	6,48	38·69	5·46
			1909	152·96	214	1,19,76	10,55	3,86	6,69	36·59	5·59
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1905	455·45	562	2,25,03	22,40	10,99	11,41	49·06	5·07
			1906	455·45	603	2,26,71	23,57	10,98	12,59	46·58	5·55
			1907	455·45	746	2.27,25	27,57	12,68	14,89	45·99	6·55
			1908	459·15	931	2,28,80	28,83	13,20	15,63	45·79	6·83
			1909	459·15	994	2,32,82	28,31	16,16	12,15	57·08	5·21
15	(*a*) & (*b*)	Burma	1905	1,340·15	4,785	13,55,91	1,57,76	95,95	61,81	60·82	4·56
			1906	1,340·15	5,118	13,97,87	1,57,32	98,70	58,62	62·74	4·19
			1907	1,474·92	5,403	15,80,49	1,67,85	1,07,83	60,02	64·24	3·80
			1908	1,527·08	5,920	17,13,57	1,88,09	1,11,79	76,30	59·43	4·45
			1909	1,527·08	6,136	17,61,51	1,94,69	1,23,82	70,87	63·60	4·02
16	(*a*)	Deoghur	1905	4·79	18	3,24	45	30	15	65·89*	4·63
			1906	4·79	20	3,01	54	31	23	57·12*	7·64
			1907	4·79	16	3,00	56	41	15	72·29*	5·05
			1908	4·79	15	3,00	51	34	17	66·94*	5·33
			1909	4·79	16	3,02	50	33	17	66·26*	5·63
17	(*a*) & (*b*)	Dibru-Sadiya	1905	86·00	243	1,04,09	10,14	5,55	4,59	54·73	4·41
			1906	86·00	271	1,04,40	10,73	6,40	4,33	59·65	4·15
			1907	86·00	279	1,04,82	10,99	6,86	4,13	62·42	3·94
			1908	86·00	276	1,07,47	10,94	6,16	4,78	56·31	4·45
			1909	83·00	270	1,09,12	11,90	6,71	5,19	56·39	4·76
3	(*b*) to (*d*)	Eastern Bengal State ...	1905	821·32	2,400	7,35,48	89,38	44,68	44,70	49·99	6·08
			1906	860·16	2,729	7,96,25	1,09,60	59,23	50,37	54·04	6·33
			1907	853·64	2,987	8,15,49	1,06,58	61,48	45,10	57·68	5·53
			1908	854·51	3,102	8,38,11	1,18.28	79,61	38,67	67·31	4·61
			1909	1,084·01	3,312	10,87,09	1,20,27	72,99	47,28	60·68	4·35

* See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

[Previous figures relating to Columns 6 and 7 (totals only) will be found in Appendix II, and those relating to Columns 8 to 11 in Appendix 12, to the report for 1908. The remainder is new matter.]

Classification No. of railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (In thousands of miles.)	Total capital outlay including ferries and suspense on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3′ 3⅜″ GAUGE—*contd.*									
7	(*c*)	Hyderabad-Godavari Valley...	1905	391·13	946	2,68,15	29,64	16,35	13,29	55·16*	4·96
			1906	391·13	955	2 6),37	30,53	16,11	14,22	53·12*	5·28
			1907	391·13	965	2,71,85	32,55	14,81	17,74	45·50*	6 53
			1908	391·13	1,105	2,73,97	32,42	16,80	15,62	51·82*	5·70
			1909	391·13	1,081	2,74,24	32,55	18,53	14,02	56·93*	5·11
18	(*a*) to (*d*)	Jodhpur-Bikaner ...	1905	833·22	1,074	2,14,02	35,24	14,91	20,33	42·31	9·50
			1906	833·22	1.301	2,16,11	40,76	18,66	22,10	45·78	10·22
			1907	833 22	1,273	2,22,63	38,28	19,67	18,61	51·38	8·36
			1908	833·22	1,384	2,45,33	34,62	19,13	15,49	55·26	6·31
			1909	950·76	1,530	2,48,84	37,55	21,23	16,32	56·54	6·56
...	...	Southern Mahratta ...	1905	1,719·61	4,304	14,99,23	1,16,03†	70,70†	45,33†	60·93†	3·02
			1906	1,724·58	4,855	15,06,16	1,24,67†	75,61†	49,06†	60·65†	3·26
			1907	1,730·35	4,901	15,24,41	1,39,04†	83,00†	56,04†	59·70†	3·68
6	(*c*) to (*l*)	Madras and Southern Mahratta	1908	2,047·15	5,609	17,42,31	1,64,93	93,83	71,10	56·89	4·08
			1909	2,084·37	5,744	17,72,66	1,61,97	97,80	64,17	60·38	3·62
19	(*a*)	Morvi	1905	89·64	126	43,91	3,24	1,49	1,75	46·09*	3·98
			1906	94·64	94	44,90	3,08	1,48	1,60	48·11*	3·56
			1907	94·64	124	45,74	4,12	1,56	2,56	37·89*	5·60
			1908	92·83	214	46,43	5,08	2,26	2,82	44·43*	6·07
			1909	92·83	207	47,96	4,72	2,59	2,13,	54·88*	4·44
10	(*d*)	Nilgiri	1905	16·99	50	36,90	3,15	2,66	49	84·48	1·33
			1906	16·99	50	37,43	3,20	2,83	37	88·38	0·99
			1907	16·99	50	37,44	3,34	2,84	50	85·02	1·34
			1908	28·96	85	67,82	3,36	2,93	43	87·21*	0·63
			1909	28·96	103	70,32	4,09	3,55	54	86·87*	0·77
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa ...	1905	2,195·18	7,730	17,19,73	2,93,28	1,25,85	1,67,43	42·91	9·74
			1906	2,187·16	8,313	17,57,93	2,89,52	1,36,96	1,52,56	47·31	8·68
			1907	2,231·52	8,925	17,92,65	2,97,91	1,48,22	1,49,69	49·75	8·35
			1908	2,268·44	8,450	18,86,37	2,59,06	1,59,44	99,62	61·55	5·28
			1909	2,277·45	8,035	19,31,08	2,64,97	1,49,53	1,15,44	56·43	5·98
20	(*a*) & (*b*)	Rohilkund and Kumaon ...	1905	290·96	647	1,42,54	19,88	10,13	9,75	50·96	6·84
			1906	354·91	773	2,02,09	24,59	12,57	12,02	51·12	5·95
			1907	354·91	964	2,11,79	27,65	12,88	14,77	46·58	6·97
			1908	440·39	920	2,62,90	27,60	14,29	13,31	51·78	5·06
			1909	439·10	931	2,69,90	29,88	15,77	14,11	52·78	5·23
10	(*f*)	Shoranur-Cochin ...	1905	64·75	110	68,30	3,87	2,26	1,61	58·29*	2·36
			1906	64·75	153	68,59	3,91	2,35	1,56	60·22*	2·27
			1907	64·75	196	69,35	4,17	2,81	1,36	67·46*	1·96
			1908	64·75	202	69,44	4,44	2,44	2,00	54·88*	2·88
			1909	64·75	207	69,86	5,16	2,55	2,61	49·46*	3·74
10	(*b*), (*c*), (*e*) and (*g*) to (*i*)	South Indian ...	1905	1.353·47	4,620	10,80,79	1,41,03	69,77	71,26	49·47	6·59
			1906	1,364·32	4,668	11,14,78	1,44,68	81,00	63,68	55·99	5·71
			1907	1,364·17	4,998	11,29,09	1,54,57	76,53	78,04	49·51	6·91
			1908	1,111·12	4,912	10,00,70	1,57,60	82,92	74,68	52·61	7·46
			1909	1,111·12	5,075	10,46,71	1,64,86	85,43	79,43	51·82	7·59

* See Appendix 9. † Revised figures.

APPENDIX 6—*contd.*

General results of working each railway system.

[Previous figures relating to Columns 6 and 7 (totals only) will be found in Appendix II, and those relating to Columns 8 to 11 in Appendix 12, to the report for 1908. The remainder is new matter.]

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3′ 3¾″ GAUGE—*concld.*									
21	(*a*)	Udaipur-Chitorgarh ...	1905	67·30	53	20,67	2,08	1,04	1,04	50·19*	5·03
			1906	67·30	55	20,76	2,48	1,12	1,36	45·33*	6·55
			1907	67·30	54	20,76	2,31	1,14	1,37	45·80	6·60
			1908	67·30	57	20,78	2,39	1,21	1,18	50·59*	5·68
			1909	67·30	55	20,96	2,43	1,18	1,25	48·62*	5·96
		2′ 6″ GAUGE.									
24	(*a*)	Baraset-Basirhat Light ...	1905	26·06	41	9,07	1,11	55	56	49·93*	6·17
			1906	26·06	52	9,53	1,51	71	80	47·23*	8·39
			1907	26·06	57	10,05	1,73	87	86	50·26*	8·56
			1908	26·06	58	10,53	1,49	90	59	60·69*	5·60
			1909	34·50	70	14,21	1,74	1,05	69	60·10*	4·86
25	(*a*)	Barsi Light	1905	27·93	25	13,02	2,19	80	1,39	36·39*	10·68
			1906	78·50	37	41,11	2,19	1,09	1,10	49·90*	2·68
			1907	78·50	123	47,48	5,43	3,19	2,24	58·76*	4·72
			1908	78·50	118	48,29	4,31	2,59	1,72	60·08*	3·56
			1909	78·50	133	49,56	6,45	2,55	3,90	39·58*	7·87
26	(*a*)	Bukhtiarpore-Behar Light ...	1905	18·50	27	8,23	89	53	36	59·84*	4·37
			1906	18·50	31	8,43	1,11	63	48	56·77*	5·69
			1907	18·50	29	8,93	1,11	65	46	58·45*	5·15
			1908	18·50	33	9,01	1,10	65	45	59·04*	4·99
			1909	28·00	45	11,97	1,52	94	58	61·70*	4·85
28	(*a*)	Cutch	1905	11·67	...	4,26	28	7	21	26·63*	4·93
			1906	11·67	16	4,48	40	20	20	50·54*	4·46
			1907	11·67	24	4,58	43	19	24	44·31*	5·24
			1908	36·78	19	8,75	40	22	18	54·41*	2·06
			1909	36·78	27	9,43	85	37	48	43·61*	5·09
30	(*a*)	Dholpur-Bari ...	1908	19·62	15	7,34	21	32	—11	152·74*	...
			1909	19·62	19	6,92	36	30	6	84·06*	0·87
8	(*b*)	Kalka-Simla	1905	59·44	164	1,76,12	7,52	3,51	4,01	46·73*	2·28
			1906	59·44	143	1,77,93	7,64	4,57	3,07	59·82*	1·73
			1907	59·44	216	1,76,82	9,26	5,21	4,05	56·22*	2·29
			1908	59·44	244	1,82,31	9,65	6,75	2,90	69·92*	1·59
			1909	59·92	256	1,88,15	9,82	7,42	2,40	75·58*	1·28
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri ...	1905	25·38	11	10,64	13	14	—1	107·69	...
			1906	43·91	90	19,16	79	81	—2	102·53	...
			1907	43·91	96	19,29	93	84	9	90·32	0·47
			1908	43·91	99	19,27	91	86	5	94·51	0·26
			1909	43·91	83	19,24	85	91	—6	107·06	...
1	(*d*)	Mourbhanj	1905	32·41	40	6,22	31	22	9	70·01*	1·45
			1906	32·41	24	6,95	45	23	22	51·17*	3·17
			1907	32·41	24	7,13	44	22	22	50·46*	3·09
			1908	32·41	26	7,19	51	22	29	43·62*	4·03
			1909	32·41	25	7,20	55	31	24	56·26*	3·33

* See Appendix 9.

APPENDIX 6—*concld.*

General results of working each railway system.

[Previous figures relating to Columns 6 and 7 (totals only) will be found in Appendix II, and those relating to Columns 8 to 11 in Appendix 12, to the report for 1908. The remainder is new matter.]

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		2′ 6″ GAUGE—*concld.*									
1	(e)	Parlakimedi Light ...	1905	24·62	18	7,11	27	23	4	83·52*	·0·56
			1906	24·62	19	7,12	21	31	—10	145·14*	...
			1907	24·62	19	7,13	25	31	— 6	123·10*	...
			1908	24·62	20	7,13	26	25	1	96·82*	0·14
			1909	24·62	19	7,17	26	19	7	73·05*	0·98
20	(c)	Powayan Light ...	1905	39·50	60	8,95	93	56	37	60·37*	4·14
			1906	39·50	62	8,95	1,00	60	40	60·34*	4·47
			1907	39·50	58	8,95	87	52	35	60·34*	3·91
			1908	39·50	62	8,95	81	49	32	60·35*	3·58
			1909	39·50	61	8,95	92	55	37	60·35*	4·13
32	(a)	Shahdara (Delhi)-Saharanpur Light.	1907	93·02	44	33,02	1,01	72	29	70·55*	0·88
			1908	92·63	122	41,35	3,36	1,94	1,42	57·73*	3·43
			1909	92·63	135	41,56	4,06	2,10	1,96	51·73*	4·72
33	(a)	Tarakeshwar-Magra Light ...	1905	33·27	89	10,47	87	65	22	74·81*	2·10
			1906	33·27	94	10,73	1,00	67	33	67·26*	3·08
			1907	33·27	94	10,92	1,10	76	34	68·70*	3·11
			1908	33·27	92	10,93	1,13	83	30	73·04*	2·74
			1909	33·27	108	11,06	1,24	86	38	69·46*	3·44
34	(a)	Tezpore-Balipara Light ...	1905	20·10	37	4,87	1,03	76	27	73·80*	5·54
			1906	20·10	37	4,87	1,15	80	35	69·51*	7·19
			1907	20·10	36	4,87	1,12	83	29	74·05*	5·95
			1908	20·10	30	4,87	89	68	21	76·43*	4·31
			1909	20·10	32	4,87	86	62	24	72·52*	4·93
		2′ 0″ GAUGE.									
36	(a)	Darjeeling-Himalayan ...	1905	51·00	252	37,52	9,73	5,63	4,10	57·90*	10·93
			1906	51·00	233	37,43	9,80	5,79	4,01	59·07*	10·71
			1907	51·00	231	37,53	9,50	5,21	4,29	54·81*	11·43
			1908	51·00	226	37,47	9,44	5,23	4,21	55·38*	11·24
			1909	51·00	246	37,73	9,89	5,49	4,40	55·52*	11·66
37	(a)	Howrah-Amta Light ...	1905	37·19	103	16,41	3,29	1,50	1,79	45·42*	10·81
			1906	37·19	124	18,24	3,51	1,74	1,77	49·45*	9·70
			1907	37·19	113	18,85	3,70	1,67	2,03	44·13*	10·77
			1908	43·87	133	21,57	3,98	2,02	1,96	50·67*	9·09
			1909	43·87	156	21,81	4,37	2,26	2,11	51·79*	9·67
38	(a)	Howrah-Sheakhala Light ...	1905	19·75	35	6,20	88	50	38	56·80*	6·13
			1906	19·75	36	6,24	91	54	37	59·11*	5·93
			1907	19·75	35	6 25	95	56	39	58·81*	6·24
			1908	19·75	48	6,33	101	67	34	66·05*	5·37
			1909	19·75	51	6,51	107	69	38	64·16*	5·84
40	(a)	Jorhat	1905	30·75	54	9,08	79	76	3	96·87*	0·33
			1906	31·75	51	9,09	93	80	13	85·96*	1·43
			1907	31·75	56	9,30	92	91	1	99·43*	0·11
			1908	31·75	53	9,30	101	90	11	88·86*	1·18
			1909	31·65	51	9,53	99	88	11	88·66*	1·15
		Total of all railways ...	1905	28,287	107,046†	3,58,51,80†	41,69,92	19,95,33	21,74,59	47·85	6·07
			1906	29,089	114,489†	3,71,27,05†	44,13,58	22,02,21	22,11,37	49·89	5·96
			1907	29,957	124,786†	3,91,86,93	47,30,51	24,32,32	22,98,18	51·42	5·86
			1908	30,576	127,881†	4,11,91,71	44,82,69	27,00,25	17,82,44	60·24	4·33
			1909	31,490	128,260	4,29,83,20	47,06,38	26,38,48	20,67,90	56·06	4·81

* See Appendix 9.

† Revised figures.

APPENDIX 7.

Main results of working of all Indian railways treated as one system.

[Previous figures for items 1 to 18 and 21 to 34 will be found in appendices 10 and 11 of the Report for 1903, and those relating to items 19 and 20—with the exception of the figures for 1904 which were not published—in Appendix 20 of the report for 1903.]

Serial number.	Particulars.	1905.	1906.	1907.	1908.	1909.	Remarks.
1	Mileage open at close of the calendar year ... Miles	28,287	29,089	29,957	30,576	31,490	
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) ...	3,58,51,80	3,71,27,05	3,91,86,93	4,11,91,71	4,29,83,20	
3	Gross earnings (in thousands of rupees) ...	41,69,92	44,13,58	47,30,51	44,82,69	47,06,38	
4	Gross earnings per mile open* ... Rs.	14,744	15,176	15,794	14,663	14,948	
5	Gross earnings per mile open per week* ... ,,	284	292	304	282	287	
6	Gross earnings per train-mile ... ,,	3·89	3·85	3·79	3·51	3·67	
7	Total working expenses (in thousands of rupees) ...	19,95,33	22,02,21	24,32,32	27,00,25	26,38,48	
8	Working expenses per mile open* ... Rs.	7,055	7,572	8,121	8,833	8,380	
9	Working expenses per train-mile ... ,,	1·86	1·92	1·95	2·11	2·06	
10	Percentage of working expenses to gross earnings. per cent.	47·85	49·89	51·42	60·24	56·06	
11	Net earnings (in thousands of rupees)	21,74,59	22,11,37	22,98,18	17,82,44	20,67,90	
12	Net earnings per mile open* ... Rs.	7,689	7,604	7,673	5,830	6,568	
13	Net earnings per train-mile ... ,,	2·03	1·93	1·84	1·40	1·61	
14	Percentage of net earnings on total Capital outlay (item 2). per cent.	6·07	5·96	5·86	4·33	4·81	
15	Coaching train-miles (in thousands) Train-miles	33,491	37,155	43,258	47,885	48,191	
16	Goods train-miles (in thousands) ,,	39,712	41,693	46,869	44,875	44,065	
17	Mixed train-miles (in thousands) ,,	29,892	31,014	30,142	29,944	30,859	
18	Total, including miscellaneous, train-miles (in thousands). ,,	107,046	114,489	124,786	127,881	128,260	
19	Unit-mileage of passengers (in thousands), unit-miles ...	9,900,481	10,688,095	11,840,649	12,102,929	12,364,579	
20	Freight ton-mileage of goods (in thousands) Ton-miles	9,040,760	9,770,574	10,840,885	9,925,830	9,340,441	
	**Average miles a passenger was carried.*						
21	1st class ... ... miles	98·29	100·71	100·89	100·76	103·35	
22	2nd class ... ... ,,	72·92	74·47	70·91	71·26	69·24	
23	Intermediate class ... ... ,,	63·78	64·12	59·29	58·82	54·89	
24	3rd class ... ... ,,	40·92	40·36	39·65	38·65	38·74	
25	Season and Vendor's tickets ... ... ,,	9·16	9·57	9·31	8·94	8·89	
26	Total ... ... ,,	39·90	39·43	38·71	37·68	37·54	
	Average rate charged per passenger per mile.						
27	1st class ... ... pies	13·31	13·16	13·06	12·95	12·89	
28	2nd class ... ... ,,	5·77	5·74	5·76	5·76	5·94	
29	Intermediate class ... ... ,,	3·09	3·06	3·05	3·04	3·06	
30	3rd class ... ... ,,	2·30	2·29	2·28	2·28	2·28	
31	Season and Vendor's tickets ... ... ,,	1·42	1·38	1·40	1·39	1·42	
32	Total ... ... ,,	2·47	2·46	2·44	2·44	2·43	
33	Average miles a ton of goods was carried ... miles	176·60	165·97	174·58	159·07	153·37	
34	Average rate charged for carrying a ton of goods one mile ... pies	5·19	5·42	5·18	5·09	5·73	

* Excluding the Dandot Colliery railway.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
A			
Abasana-Suigam branch (Bombay)	...	...	...
Aden railway (Bombay) ...	...	(*i*) Aden and Nobat Dakim *viâ* Lahej.	Not surveyed ...
		Alternatives.	
		(*ii*) Aden and Sheikh Othman and D'thala.	Do. ...
		(*iii*) Tawahi to Crater with a branch from Maala to Sheikh Othman.	Surveyed by promoters...
Ammayanayakkanur-Uttamapalaiyam railway (Madras).	South Indian railway ...	Ammayanayakkanur and Uttamapalaiyam.	Surveyed ...
Amraoti-Ellichpur light railway (Central Provinces).	Great Indian Peninsula railway.	Amraoti and Ellichpur ...	Surveyed ...
Amraoti-Sonnair railway (Central Provinces).	Do.	Amraoti & Sonnair *viâ* Morsi and Narkher.	Surveyed ... ...
Arakan Coast extensions (Burma)	...	...	...
Arsikere-Mangalore railway (Mysore and Madras).	Madras and Southern Mahratta railway.	Arsikere and Mangalore ...	Surveyed ...
Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).	Assam-Bengal railway.	(*i*) Chittagong-Akyab-Minhla (Aeng pass route) ...	Surveyed ... ...
		Alternatives.	
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route).	Do. ... ...
		(*iii*) Makum to Mogaung (Hukong Valley route).	Do. ... ...
		(*iv*) Chittagong-Taungup-Prome	Do. ... ...
Auriya-Phaphund railway (United Provinces).	East Indian railway ...	Auriya and Phaphund ...	Surveyed ...
B			
Bagalkot-Hungund branch (Bombay).	Madras and Southern Mahratta railway.	Bagalkot and Hungund ...	Surveyed ...
Bagrakote-Sivok-Kalimpong extension (Eastern Bengal and Assam).	Bengal Dooars railway	Bagrakote to Sivok ... and Sivok to Kalimpong... ...	Under survey ... Do. ...
Bahadarpur (Garda)-Songhir extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Bahadarpur and Songhir ...	Surveyed ...
Bankura (or Bishenpur)-Calcutta chord railway (Bengal).	Bengal-Nagpur railway	Bishenpur *viâ* Bhandarhati, and Hooghly or Howrah or that neighbourhood.	Surveyed ... ...
Bansdih Road-Maneerghat branch (United Provinces).	Bengal and North-Western railway.	Bansdih Road and Maneerghat.	Do. ...
Bara Ari-Doleepur railway (Eastern Bengal and Assam).	...	...	...

DIX 8.

THE REPORT FOR 1908.]

corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See "Deesa-Tharad railway."
2′ 6″	40	...	
...	...	...	
2′ 6″	11·9	11,24,961	The question of constructing line (*iii*) is under consideration.
3′ 3⅜″	61·46	...	
2′ 6″	30·64	7,92,953	
5′ 6″	98·06	89,50,101	The cost of the section from Amraoti to Narkher, 70 miles in length, where a junction with the Nagpur-Itarsi line may be effected, will be Rs. 65,70,510. An alternative alignment between miles 44 and 75·8 has also been surveyed. By this route the line will be 2 miles shorter and will cost Rs. 89,02,282, but this alignment is not approved by the Central Provinces Administration.
...	...	...	See "Prome-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."
2′ 6″	135·71	85,43,784	The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (28·71 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.
3′ 3⅜″	450	7,00,00,000	The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines, as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint.
3′ 3⅜″	385	6,50,00,000	
3′ 3⅜″	284	3,83,00,000	
3′ 3⅜″	490·16	8,41,94,021	The fourth and most southerly of these routes was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Prome to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi. A detailed survey of the Zadabin-Chittagong section has since been carried out and the results are shown in columns (6) and (7).
5′ 6″	12·69	8,87,848	
3′ 3⅜″	31	24,41,757	This line will form a feeder to the Bijapur branch of the Madras and Southern Mahratta railway.
3′ 3⅜″	7	...	
Not decided	17*	...	
2′ 6″	8 (Bahadarpur to Heran river.)	5,84,000	This line has been superseded by the Motipura-Kaletia railway, the construction of which by the Baroda Durbar has been sanctioned.
5′ 6″	See "Remarks."		The length and estimated cost are as follows:—

	Miles.		Rs.
Bishenpur to Hooghly	71·44	Double line	1,32,55,476
		Single „	91,02,355
„ „ Howrah	81·00	Double „	1,47,11,125
		Single „	1,00,74,837

To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5·92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5·19 miles, if constructed at Panihati.

3′ 3⅜″	13	...	The line has been proposed by the Bengal and North-Western railway as a feeder to their main line. The survey has been completed and the detailed project and estimates are awaited.
...	...	...	See under "Dacca-Mymensingh railway extensions."

* Approximate.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B.—*continued.*			
Baran-Marwar railway (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Baran and Marwar with extensions—	Surveyed ... ...
		(*i*) Jehazpur to Nasirabad ...	Do. ... ...
Baran-Nasirabad railway (Rajputana).	...	(*ii*) Jehazpur to Paondero	Do. ... ...
Baroda-Savli railway (Bombay) ...	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Baroda to Savli *viâ* Wagodhia Ajwa and Jarod.	Surveyed ... ...
Barwaha-Bodeli light railway (Central India).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Barwaha to Bodeli	Reconnoitred ...
		Alternative.	
		Barwaha to Nandod... ...	Do. ...
Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam).	Bengal Dooars railway	Baura and Konaghat ...	See "Remarks" ...
Bausi-Baidyanath railway (Bengal)	East Indian railway ...	(*i*) Bausi to Baidyanath ...	Surveyed ...
		Alternative.	
		(*ii*) Bausi to Adjai ...	Do. ...
Belapur (or Lakh)-Sangamner branch (Bombay).	Great Indian Peninsula railway.	Lakh and Sangamner ...	Reconnoitred ...
Bechupur-Ramgarh Bokharo Coalfield railway (Bengal) (*New project*).	Oudh and Rohilkhand railway.	Bechupur (Moghal Sarai) and some point in Ramgarh Bokharo coalfield.	Under survey ...
Bellarpur-Warangal (or Kazipet) railway.	...	...	...
Eastern route—Bellarpur *viâ* Ahiri and Gamal Kunda to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Bellarpur and Warangal ...	Surveyed ...
Western route—Bellarpur *viâ* Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Direct route—Bellarpur *viâ* Rajpur, Tandur and Pedapali to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Belo-Shahbunder light railway (Bombay).	...	...	...
Berhampur-Gopalpur light railway (Madras).	...	...	...
Berhampur-Russelkonda light railway (Madras).	...	...	...
Bezwada-Jaggiapett branch (Madras).	Madras and Southern Mahratta railway.	Bezwada and Jaggiapett ...	Not surveyed ...
Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).	East Indian railway ...	Bhagalpur and Nalhati or Ahmadpur.	Not surveyed ...
Bhagtanwali-Sargodha railway (Punjab) (*New project*).	North Western State railway.	Bhagtanwali and Sargodha ...	Not surveyed ...
Bhairab Bazar-Dacca railway (Eastern Bengal and Assam).	Assam-Bengal railway...	Bhairab Bazar *viâ* Demra, Punchdona, Nursinghdee and Raipura to Dacca.	Reconnoitred ...
Bhairab Bazar-Mymensingh railway (Eastern Bengal and Assam).	Do.	Bhairab Bazar to a point on the old Brahmaputra opposite Mymensingh.	Reconnaissance sanctioned
Bhairab Bazar-Tangi railway (Eastern Bengal and Assam).	Do.	Bhairab Bazar and Tangi ...	Surveyed ...
Bhamo-Momein (Tengyueh) railway (Burma).	Burma railways, across a ferry between Bhamo and Katha.	Bhamo and Momein ...	Surveyed ...

* Excluding

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Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	213·39	1,36,66,806	Two lines were surveyed in 1898-99, *viz.*, Baran to Nasirabad and Baran to Marwar, the length and cost of the former being 153·29 miles and Rs. 96,11,662, respectively. The Baran-Kotah section of this line has since been constructed on the broad gauge and is now open to traffic.
3′ 3⅜″	60	Not given separately.	
3′ 3⅜″	70·85	31,62,877	
...	...	...	See "Baran-Marwar railway."
2′ 6″	32	...	The results of survey have not yet been submitted.
2′ 6″	163½	61,15,390	The alternative to Nandod includes a bridge over the Nerbudda, which partly accounts for the higher cost.
2′ 6″	193½	80,61,984	Alternative lines (i) from Khandwa to Dhaod and on to Kuksi, 123·5 miles long and (ii) from Dongargaon to Bhamnala, 39 miles long, were proposed by the Indore Durbar.
3′ 3⅜″	20	...	The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India in 1900, but the results have not yet been received.
5′ 6″	44·43	32,35,066	
5′ 6″	44·94	32,96,899	
5′ 6″	32·86	...	An alternative alignment, four miles shorter, from Belapur *vid* Bablishwar, was also examined, but the estimates of cost have not been submitted.
5′ 6″	200	...	A reconnaissance survey of the line has been sanctioned since the close of the year.
...	...	...	The direct route avoids the Ahiri and Sironcha taluks which need opening up. A branch on the 2′ 6″ gauge from Bellarpur to Sironcha has accordingly been projected in connection with this route. It will be 107·33 miles long and is estimated to cost Rs. 42,25,580, including rolling-stock.
5′ 6″	190·73	*2,32,30,222	
5′ 6″	184·35	*2,25,74,567	
5′ 6″	148·62	*1,68,65,529	
...	...	...	See "Light railways in Sind."
...	...	...	See "Ganjam District Light railways."
...	...	...	Do.
5′ 6″	54	43,50,000	
5′ 6″	...	...	
Not stated ...	16	...	The object of this line is to connect Bhagtanwali with the proposed Sangla-Chiniot-Khushab railway.
3′ 3⅜″	44	48,89,850	This line is alternative to the "Bhairab Bazar-Tangi" project.
3′ 3⅜″	62	...	
3′ 3⅜″	41·96	65,94,927	
2′ 6″	122·5	1,27,52,165	

rolling-stock.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B—*concld.*			
Bhojudih-Daltonganj railway (Bengal).	Bengal-Nagpur railway	Bhojudih and Daltonganj ...	Surveyed ...
Bilaspur-Mungeli-Mandla railway (Central Provinces).	Bengal-Nagpur railway	Bilaspur and Mandla ...	Under survey ...
Bilimora-Sara railway (Bombay)	Bombay, Baroda and Central India railway.	Bilimora and Sara with extension from Sara to Kalamba.	Surveyed ... ...
			Do. ...
Bir-Bhopal railway (Central India and Central Provinces).	Great Indian Peninsula railway.	Bir and Bhopal	Reconnoitred ...
Bishenpur (or Bankura)-Calcutta railway (Bengal).	...	...	...
Bokharo and Ramgarh coal-fields railway (Bengal).	Bengal Nagpur railway...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed ... ...
Bombay-Sind connection railway (Cutch, Sind and Bombay).	Bombay, Baroda and Central India railway.	Viramgam *vid* Radhanpur, Suigam and Nagarparker to Badin.	Surveyed ...
Bombay-Southern Mahratta railway (Bombay).	Madras and Southern Mahratta railway.	Karad Road and Hogg Island and Vingorla.	Not surveyed ...
Borjan-Suntak tramway (Eastern Bengal and Assam).	Assam-Bengal railway ...	Borjan and Suntak	Not surveyed ...
Borkhedi-Hinganghat railway (Central Provinces).	Great Indian Peninsula railway.	Borkhedi and Hinganghat ...	Surveyed ...
Broach-Jambusar-Masor Road railway (Bombay).	Bombay, Baroda and Central India railway.	Broach and Masor Road ...	Not surveyed ...
Burdwan-Kutwa railway (Bengal)	East Indian railway ...	Burdwan and Kutwa ...	Surveyed ...
Buthidaung-Maungdaw railway (Burma).	...	Buthidaung and Maungdaw ...	Surveyed ... ...
C.			
CACHAR DISTRICT TRAMWAYS—			
Sealtick-Lala Bazar (Eastern Bengal and Assam).	Assam-Bengal railway	Sealtick and Lala Bazar ...	Reconnoitred by the promoters.
Silchar-Duarbund (Eastern Bengal and Assam).		Silchar and Duarbund ...	Do. ...
Silchar-Tikalpur (Eastern Bengal and Assam).		Silchar and Tikalpur ...	Do. ...
Captainganj-Padrauna branch (United Provinces).	Bengal and North-Western railway.	Captainganj and Padrauna ...	*Vide* "Remarks" ...
Cawnpore-Banda railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore to Khairada (7 miles west of Banda) *vid* Ghatampur and Summerpur.	Surveyed ... ...
		Branch from Summerpur to Belatal (about 14 miles east of Harpalpur) *vid* Maskera and Rath.	Do. ... ...
Cawnpore-Hamirpur railway (United Provinces).	East Indian railway ...	Cawnpore to the river Jumna opposite Hamirpur.	Not surveyed ...
Chicacole Road-Calingapatam light railway (Madras).	...	...	...
Chicacole Road-Gunipur light railway (Madras).			
Chicacole Road-Parvatipur light railway (Madras).			
Chhor-Tatta railway (Bombay) ...	...	...	...
Chowk-Pen-Nagothna extension (Bombay).	...	...	...
Cuddalore-Vriddhachalam railway (Madras).	South Indian railway ...	Cuddalore and Vriddhachalam...	Surveyed ... ...
D.			
Dabhora-Ambaji Mata tramway (Bombay) (*New project*).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana Kheralu-Dabhora railway.	A point on the Gadhwada Thana frontier to Ambaji Mata.	Reconnoitred by promoters
Dacca-Aircha extension (Eastern Bengal and Assam).	...	...	...

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Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	171	1,68,00,000	
2′ 6″	154	...	
2′ 6″	32	...	This line has been proposed by the Baroda Durbar. They also propose to extend the Sara-Bilimora line to Bilimora Bundur.
2′ 6″	2·81	...	
5′ 6″	102	1,66,12,246	This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal, and with a view to shortening the through mileage between Bhopal and Bombay. The estimates prepared are for a double line without rolling-stock. A detailed survey has been sanctioned.
...	...	...	See "Bankura (or Bishenpur)-Calcutta railway."
5′ 6″	42	50,01,852	
5′ 6″	270·18	3,18,19,407	
3′ 3⅜″	202	1,58,09,000	
6 miles 3′ 3⅜″ 2 „ 2′ 0″	8	...	
5′ 6″	26·06	20,91,064	This will form a chord between the North-East line and the Wardha Coal branch of the Great Indian Peninsula railway.
2′ 6″	31	...	
5′ 6″	34	26,49,418	
3′ 3⅜″	16·91	20,29,392	The construction of this line as a 2′ 0″ gauge tramway is under negotiation between the Arakan Company and the Government of Burma.
2′ 6″	24	14,75,405	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway.
2′ 6″	22		
2′ 6″	14		The Government of Eastern Bengal and Assam is arranging for a survey of all these lines from Provincial Funds. The Sealtick-Lala Bazar line is also known as the Hailakandi light railway.
3′ 3⅜″	18	...	This will form part of the Thawe-Tewaripatte-Captainganj railway and has been surveyed in connection with that line. (See Thawe-Captainganj Railway below).
5′ 6″	75·92	*80,36,657	This will supersede the Cawnpore-Hamirpur railway project.
5′ 6″	64·55	*40,78,897	
2′ 6″	64·55	*21,33,154†	
...	35½	...	The line is assumed to cost Rs. 15,000 per mile on the 2′ 6″ gauge. The Cawnpore-Banda railway will supersede this line.
...	...	...	See under "Ganjam District light railways."
...	...	...	See under "Light railways in Sind."
...	...	...	See "Kalyan-Belapur Light railway."
3′ 3⅜″	34	...	The results of survey have not yet been received by the Railway Board.
2′ 6″	27	...	
...	...	...	See under "Dacca-Mymensingh railway extensions."

* Excluding rolling-stock.
† Or Rs. 23,33,410 with 5′ 6″ gauge substructure.

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[APPENDIX 38-A IN

Statement of railway and tra·· way projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
D.—*contd.*			
Dacca-Mymensingh railway extensions (Eastern Bengal and Assam).	Dacca section, Eastern Bengal State railway.	(*i*) Dacca to Aircha ...	Surveyed ... ...
		Alternative.	
		Tangi, *vid* Dassora, to Aircha.	Do. ... ...
		(*ii*) Mymensingh, *vid* Netrokona to Bara Ari, with a branch from Shambhuganj to Gauripur.	Do. ... ...
		(*iii*) Singhjani, *vid* Sherpore, to Nalitabari.	Do. ... ...
		(*iv*) Bara Ari to Doleepur *vid* Lengar Bazar.	Do. ... ...
Danubyu-Pantanaw branch railway (Burma).	...	...	...
Darbhanga-Khagaria chord (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Darbhanga and Khagaria ...	Surveyed ... ...
Darangiri coal field railway (Eastern Bengal and Assam) (*New project*).	.....	Shamgang a station on the proposed Mymensingh-Lengar Bazar line to Darangiri coal field.	Reconnoitred ...
Darjeeling-Himalayan railway extensions (Bengal) (*New project*).	Darjeeling-Himalayan railway.	(*i*) Siliguri to Kissengunge ...	Surveyed ... ...
		(*ii*) Siliguri to Teesta Bridge *vid* Teesta Valley.	Do. ... ...
		(*iii*) Darjeeling to Lebong ...	Do. ... ...
		(*iv*) Ghoom station to a point near 'Hum.'	Not surveyed ...
Darjeeling-Lebong extension (Bengal).	...	...	...
Deesa-Tharad railway (Bombay)	Bombay, Baroda and Central India railway (Palanpur-Deesa).	Deesa to Tharad with branches— (*i*) Diodar to Radhanpur.	Surveyed ...
		(*ii*) Abasana to Suigam ...	Do. ...
Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).	North Western State railway.	Dehra Ghazi Khan and Sakhi Sarwar.	Not surveyed ...
Dhak branch (Punjab) ...	Do. ...	Dhak to Tajuwala	Surveyed ...
		Alternative.	
		Dhak *vid* Katha to Tajuwala ...	Do. ...
Dhakia-Sambhal branch (United Provinces).	Oudh and Rohilkhand State railway.	Dhakia to Sambhal *vid* Sirsi ...	Surveyed
Dharmapuri-Bangalore railway (Madras and Mysore).	South Indian railway ...	Dharmapuri *vid* Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.	Surveyed ... ...
Dhasa-Kundla railway (Kathiawar, Bombay).	...	...	...
Dholka-Dhandhuka-Ranpur extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Dholka).	Dholka to Dhandhuka *vid* Fedra.	Surveyed ...
		Alternative.	
		Dholka to Dhandhuka *vid* Gamph	Do. ...
		Dhandhuka to Ranpur ...	Reconnoitred ...
Dholka-Dholera railway (Bombay)	...	...	...
Dholpur-Rajakhera extension railway (Rajputana) (*New project*)	Dholpur-Bari railway ...	Dholpur and Rajakhera ...	Not surveyed ...
Dhulia-Amalner branch (Bombay)	Great Indian Peninsula railway.	Dhulia and Amalner ...	Surveyed ...
Dindigul-Palghat railway (Madras)	South Indian railway ...	Dindigul *vid* Palni, Pollachi and Kollengode to Palghat.	Do. ...
Diodar-Radhanpur branch (Bombay).	...	...	...
Dodbele-Kolar gold-fields railway (Mysore).	Madras and Southern Mahratta railway (Mysore section).	Dodbele to the Kolar gold-fields...	Reconnoitred ...
Dongargaon-Bhamnala railway (Central India).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Dongargaon *vid* Mitawal to Bhamnala.	Not surveyed ...
Dudwa-Garwari Ghat railway (United Provinces) (*New project*)	Rohilkund and Kumaon railway.	Dudwa and Garwarighat ...	Surveyed ...

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Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	45	76,71,060	
3′ 3⅜″	45	75,72,105	
3′ 3⅜″	36·5	27,26,812	Includes the cost of a bridge over the Brahmaputra. If a ferry instead of a bridge, be provided, the cost would be Rs. 20,92,797. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge and of the Singhjani-Sherpore-Nalitabari line on the 2′ 6″ gauge. The promoters were informed in the same year of the terms on which a concession could be granted.
3′ 3⅜″	25	12,38,886	For a well equipped line, with ferry. For a cheap line with and without, ferry the cost is estimated at Rs. 9,21,250 and Rs. 8,40,250, respectively.
3′ 3⅜″	50·5	46,43,094	
...	...	...	See "Henzada-Danubyu-Begayet railway."
3′ 3⅜″	62·31	38,12,210	
3′ 3⅜″	54	...	The project report and estimates are awaited.
2′ 0″	69	...	The project reports have not yet been received.
2′ 0″	29·50	...	
2′ 0″	5	...	
2′ 0″	8	...	
...	...	...	See "Darjeeling-Himalayan railway extensions."
3′ 3⅜″	84·84	22,71,957	This line will be an extension of the existing Palanpur-Deesa railway.
3′ 3⅜″	16	...	The results of survey have not yet been received.
5′ 6″	35	35,00,000	
5′ 6″	11·04	*4,96,594	This line has been proposed chiefly in the interests of coal trade.
5′ 6″	15	*6,75,000	
5′ 6″	14·64	6,53,518	The object of the scheme is to provide the important town of Sambhal with railway communication.
2′ 6″	106·67	37,52,536	The construction of the Dharmapuri-Palakodu-Hosur section, 60·50 miles, estimated to cost Rs. 22,50,517 from famine insurance fund in consideration of its protective value has been sanctioned by the Secretary of State.
...	...	...	See under "Khijadia-Amreli railway."
3′ 3⅜″	38·64	20,32,210	Proposals were received in 1908 for the construction by private enterprise of a metre gauge line from Dholka to Dholera *viâ* Gamph, 40 miles, instead of this line. The Gamph-Dholera section of the line, 8½ miles long, is under survey.
3′ 3⅜″	41·50	23,10,925	
3′ 3⅜″	16½	4,62,000	
...	...	...	See under "Dholka-Dhandhuka-Ranpur extension"
2′ 6″	23†	...	The Dholpur Durbar has proposed the construction of this line, and its survey has been sanctioned.
5′ 6″	20	20,00,000	
3′ 3⅜″	110·92	78,98,640	The line will be constructed and worked by the agency of the South Indian railway.
...	...	...	See "Deesa-Tharad railway," of which this line is proposed to form a branch.
3′ 3⅜″	72·5	...	This line was urged by the Mysore Durbar in 1906 in consideration of its administrative advantages.
2′ 6″	39	...	This line and the Khandwa-Kuksi railway, were proposed by the Indore Durbar as alternatives to the proposed Barwaha-Bodeli railway, but the projects were subsequently abandoned and the lines were not surveyed.
3′ 3⅜″	17	...	

* Excluding rolling-stock. † Approximate.

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[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
D—*concld.*			
Dusi-Salur light railway (Madras)	Bengal-Nagpur railway	Dusi to Salur *viâ* Bobbili with a branch from Paddapenki to Parvatipur.	Not surveyed ...
F.			
Fatehpur-Markundi chord (United Provinces).	East Indian railway ...	Fatehpur to Markundi ...	Surveyed ...
		Alternatives.	
		(*i*) Fatehpur to Karwi ...	Do. ...
		(*ii*) Khaga to Manikpur ...	Do. ...
G			
Gadag-Yalvigi railway (Bombay)	Madras and Southern Mahratta railway.	Gadag to Yalvigi with gold mine branches—	Surveyed ...
		(1) Gadag to Kabulayatkatti ...	Do. ...
		(2) Nabapur on (1) to Sangli ...	Do. ...
		(3) Beldahadi on (1) to Hosur ...	Do. ...
Gajroula-Chandpur railway (United Provinces).	Oudh and Rohilkhand State railway.	Gajroula and Chandpur ...	Surveyed ... ...
Ganjam District light railways (Madras).			
The lines comprised in this scheme are :—			
(i) Berhampore-Gopalpur (Madras).	Bengal-Nagpur railway	Berhampore and Gopalpur ...	Not surveyed ...
(ii) Berhampore-Russelkonda (Madras).	Do.	Berhampore and Russelkonda ...	Surveyed ... ...
(iii) Chicacole Road-Calingapatam (Madras).	Do.	Chicacole Road and Calingapatam	Not surveyed ...
(iv) Chicacole Road-Gunipur (Madras).	Do.	Chicacole Road and Gunipur ...	Do. ...
(v) Chicacole Road-Parvatipur (Madras).	Do.	Chicacole Road and Parvatipur ...	Do. ...
(vi) Parlakimedi-Baruva (Madras).	Do.	Parlakimedi and Baruva ...	Do. ...
Garda (Bahadarpur)-Songhir extension (Bombay).	...	...	...
Ghoom-Hum extension (Bengal) (*New project*).	...	...	...
Goalundo-Narayanganj extension (Eastern Bengal and Assam).	Eastern Bengal State railway.	Lakhee Khal Hat (opposite Faridpur) and Munshiganj.	Surveyed ... ...
Goshainganj-Tanda railway (United Provinces) (*New project*).	Oudh and Rohilkhand State railway.	Goshainganj or Akbarpur and Tanda.	Under survey ...
Guntur-Repalli branch (Madras)	Madras and Southern Mahratta railway.	Guntur and Repalli ...	Surveyed ... ...
H.			
Hailakandi light railway (Eastern Bengal and Assam.)	...	...	...
Hajiganj-Shatnal branch (Eastern Bengal and Assam).	Assam-Bengal railway.	Hajiganj and Shatnal ...	Surveyed ... ...
Hansi-Jakhal railway (Punjab).	Bombay, Baroda and Central India railway. (Rajputana-Malwa).	Hansi and Jakhal ...	Do. ...
Hardoi-Sandi branch (United Provinces).	Oudh and Rohilkhand State railway.	Hardoi and Sandi ...	Surveyed ...
Harpalpur-Kalpi light railway (United Provinces).	Great Indian Peninsula railway.	Harpalpur and Kalpi ...	Partly surveyed ...
Harpalpur-Nowgong light railway (United Provinces and Central India).	Great Indian Peninsula railway.	Harpalpur and Nowgong ...	Surveyed ...
Henzada-Akyaw railway (Burma)	...	...	...
Henzada-Danubyu-Begayet railway (Burma).	Burma railways ...	Henzada *vid* Danubyu and Einme to Begayet. With a branch from Danubyu to Pantanaw.	Surveyed ... ...
			Do. ... ...
Henzada-Pantanaw railway (Burma)	...	...	...
Hsipaw-*Mong Nai* extension (Burma).	Burma railways ...	Hsipaw to Manpan	Surveyed ...
		Manpan to Mong Nai ...	Not surveyed ...

DIX 8—*continued.*

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corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2′ 6″	65	...	This line, which is situated in the Vizagapatam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2′ 6″ gauge in the Ganjam district.
5′ 6″	72·2	98,46,166	
5′ 6″	52	72,59,200	
5′ 6″	56·7	85,98,362	
3′ 3⅜″	33·58	...	This line is intended to form a chord between the main line and the Harihar branch of the Madras and Southern Mahratta railway. Part of it will also supply a branch to the Dharwar gold-fields. The surveys were completed during 1906, but the project report and estimates have not yet been received by the Railway Board.
3′ 3⅜″	13·65	...	
3′ 3⅜″	5·39	...	
3′ 3⅜″	2·87	...	
5′ 6″	22·15	6,20,065	The construction of the railway has been sanctioned since the close of the year.
2′ 6″	8	2,00,000	These lines were put forward by an English Syndicate who proposed to take over from the Raja of Parlakimedi the 2′ 6″ gauge railway between that place and Naupada.
2′ 6″	49·08	14,90,711	
2′ 6″	24	6,00,000	
2′ 6″	65	17,85,000	
2′ 6″	42	10,50,000	
2′ 6″	35	8,75,000	
...	...	...	See "Bahadarpur (Garda)-Songhir extension."
...	...	...	See under "Darjeeling-Himalayan railway extensions."
3′ 3⅜″	40	58,46,738	
5′ 6″	...	...	
3′ 3⅜″	38	17,33,687	
...	...	...	See under "Cachar District tramways."
3′ 3⅜″	24·39	32,81,500	
3′ 3⅜″	50·57	20,45,764	
5′ 6″	14·39	3,62,004	
2′ 6″	102	15,90,924	Only the Harpalpur-Rath section (25·88 miles) was surveyed by the Indian Midland railway for a 2′ 0″ gauge line, from the results of which the present estimates have been prepared. This line will probably be superseded by the Cawnpore-Banda railway with a branch from Summerpur *vid* Rath to Belatal about 14 miles east of Harpalpur.
2′ 6″	19·22	2,71,762	This line was surveyed by the Indian Midland railway on the 2′ 0″ gauge, on the results of which the present estimates are based.
...	...	...	See "Irrawaddy Delta railway".
3′ 3⅜″	93·48	65,52,104	This line supersedes the proposed Henzada-Konzingon railway which has been found to be unpromising owing to the proposed route being subject to floods.
3′ 3⅜″	24·25	16,00,082	
...	...	...	See "Irrawaddy Delta railway."
3′ 3⅜″	50	35,61,178	
...	...	...	

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[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not (4)
H—*concld.*			
Hyderabad-Kistna river railway (Nizam's Hyderabad).	Nizam's Guaranteed State railway.	Hyderabad and Kistna river ...	Surveyed ...
Hyderabad (or Kotri)-Karachi railway (Bombay).	...	...	...
I.			
Irrawaddy Delta railway (Burma). (*New project*).	Burma railways ...	(*i*) Henzada to Pantanaw ... (*ii*) Ngathainggyaung to a point on the proposed Myogwin-Kamauksu railway. (*iii*) Kyontani to Ngathainggyaung. (*iv*) Henzada to Akyaw ...	Under Survey ...
J.			
Jammu-Srinagar railway (Kashmir).	North Western State railway.	Jammu and Srinagar. The alternative routes are :— (*i*) Larulari-Banihal route ... (*ii*) Chenab Valley-Banihal route. (*iii*) Golabgarh route ...	Surveyed ... Do. ... Do. ...
Jamnagar-Salaya extension (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).	Jamnagar and Salaya ...	Not surveyed ...
Jehazpur-Nasirabad extension (Rajputana).	...	...	...
Jehazpur-Paondero extension (Rajputana).	...	...	...
Jhang-Sangla railway (Punjab) .	North Western State railway.	Jhang to Sangla *viâ* Chiniot ...	Surveyed ...
Jullundur Doab group lines (Punjab).	North Western State railway.	Hoshiarpur and Nawa Shahr ...	Surveyed ...
Jullundur-Hoshiarpur railway (Punjab)	...	...	...
Jullundur-Kapurthala-Sultanpur railway (Punjab).	...	...	...
K.			
Kalaura-Chhatak tramway (Eastern Bengal and Assam).	...	...	...
Kalikiri-Rayachoti branch (Madras).	Madras and Southern Mahratta railway.	Kalikiri or Piler and Rayachoti	Surveyed ...
Kalol-Kadi railway extension (Bombay).	Bombay, Baroda and Central India railway (Vijapur-Kalol Kadi).	Kadi to the frontier of the Baroda State in the direction of the village of Bhoyani.	Not surveyed ...
Kalyan-Belapur-Paneval-Karjat Light railway (Bombay).	Great Indian Peninsula railway.	Kalyan *viâ* Taloja and Chowk to Karjat, with a branch from Taloja *viâ* Belapur to Sarsola. Extension from Chowk *viâ* Pen to Nagothna.	Surveyed ... Do. ... Reconnoitred ...
Kampur-Silghat light railway (Eastern Bengal and Assam).	Assam-Bengal railway...	Kampur to Silghat *viâ* Nowgong	Under survey ...
Karauli branch (Rajputana)	...	Gungapur and Karauli ...	Not surveyed ...
Karikudi-Arantangi railway (Madras). (*New project*).	South Indian railway ...	Karikudi and Arantangi ...	Under survey ...
Karimganj-Chandi Knira tramway (Eastern Bengal and Assam).	...	...	...
Karnal-Kaithal-Nabha branch (Punjab).	East Indian railway (Delhi-Umballa-Kalka).	Karnal and Nabha ...	Not surveyed ...
Karwi-Rajapur railway (United Provinces).	Great Indian Peninsula railway.	Karwi to Rajapur direct ... *Alternative.* Karwi to Rajapur *viâ* Pahari.	Surveyed ... Surveyed ...

DIX 8—*continued.*

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corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
3′ 3⅜″	Miles. See "Remarks".	Rs. See "Remarks".	A preliminary survey was made by the Nizam's Government *in 1905*, but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Dhone-Kurnool line it will form the southern portion of the through metre gauge connection between Northern and Southern India.
...	...	...	See "Light railways in Sind."
3′ 3⅜″	65	...	
3′ 3⅜″	27	...	
3′ 3⅜″	27	...	
3′ 3⅜″	28	...	
2′ 6″	186½	2,38,61,500	The connection with Srinagar *vid* Sarai Kala and Abbottabad, which is more feasible, has been decided upon, *vide* "Sarai Kala-Abbottabad Srinagar railway."
2′ 6″	173	2,54,57,500	
2′ 6″	156·17	3,34,73,596	
3′ 3⅜″	35	...	
...	...	...	} See "Baran-Marwar railway".
...	...	...	
5′ 6′	74·40	44,14,931	This line will be constructed by the State as an integral part of the North Western State railway. The Sangla-Chiniot Section is considered to be more important than the Chiniot-Jhang Section. The Punjab Government also recommend the construction of an extension of the Sangla-Chiniot section from Chiniot to Khushab *viâ* Sargodha and Shahpur.
5′ 6″	124·70	1,13,08,274	
2′ 6″		97,63,399	
...	...	...	} See "Jullundur Doab group lines."
...	...	...	
...	....	...	See "Sylhet District tramways."
3′ 3⅜″	34·42	10,75,736	
3′ 3⅜″	*6	...	
2′ 0″	40·51	15,22,252	
2′ 6″		16,17,121	
2′ 0″	9·08	2,57,277	
2′ 6″		2,78,672	
2′ 0″ or 2′ 6″	37·07	12,33,000	
Not decided	50	...	The line will be of immense benefit to the industrial interests in the Nowgong District and will obtain the bulk of the tea carrying trade. The survey of the line both on the metre and 2′ 6″ gauge systems has been ordered.
Not stated	25	...	This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.
3′ 3⅜″	18	...	This will be alternative to the Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
...	...	...	See "Sylhet District tramways."
5′ 6″	07	56,00,000	
5′ 6″	18·84	7,75,938	The Government of the United Provinces is in favour of the Pahai route. The consideration of the project is in abeyance for want of funds.
5′ 6″	21·21	8,41,951	

* Approximate.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway project

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
K—*concld.*			
Kashmir railway (North-West Frontier Province and Kashmir).	...	...	...
Katwa-Ahmadpur railway (Bengal)	East Indian railway ...	Katwa and Ahmadpur ...	Not surveyed ...
Kavali-Udayagiri railway (Madras).	Madras and Southern Mahratta railway.	Kavali and Udayagiri ...	Surveyed ... ...
Khagaria-Darbhanga Chord (Bengal).	...	...	...
Khamgaon-Jalna railway (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Khamgaon and Jalna ...	Surveyed ...
Khanai-Hindu Bagh railway (Baluchistan).	North Western State railway.	Khanai to Hindu Bagh ...	Do. ...
		With branches to chrome mines and quarries at Marzaghan Nala and at Shina Khora.	Reconnoitred ...
Khandwa-Akola-Nanded railway (Central Provinces and Nizam's Hyderabad).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa to Nanded *viâ* Akola and Hingoli	Surveyed ...
Khijadia-Amreli railway (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Khijadia and Amreli... ...	Partly surveyed ...
Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Kissengunge and Jalpaiguri ...	Surveyed ... ...
Kotri (or Hyderabad)-Karachi light railway (Bombay).	...	...	...
Krishnagar-Jalanghi railway (Bengal).	Eastern Bengal State railway.	Krishnagar and Jalanghi ...	Surveyed ... ...
Kumbakonam-Mannargudi branch (Madras).	South Indian railway ...	Kumbakonam and Mannagdi ...	Do. ... ...
Kunch-Madhogarh railway (United Provinces).	Great Indian Peninsula railway. (Indian Midland).	Kunch *viâ* Jalaon to Shankerpur on the Jumna opposite Auriya.	Do. ... ...
		Branch from Jalaon to Madhogarh.	Do. ... ...
Kurla-Trombay railway (Bombay)	Great Indian Peninsula railway.	Kurla and Trombay ...	Do. ... ...
Kyangin-Zigon (Kyangin-Nathalin) railway (Burma).	Burma railways ...	Kyangin on the west bank of the Irrawaddy to Zigon on the Prome line.	Do. ... ...
Kyangin-Petye railway (Burma) (*New project*).	Burma railways ...	Kyangin and Petye	Do. ... ...
Kyontani—Ngathainggyaung railway (Burma.)	...	...	...
L.			
Lakh (or Belapur)-Sangamner branch (Bombay).	...	...	...
Larkhana-Kambar-Shahdadpur railway (Bombay).	North Western State railway.	Larkhana and Shahdadpur ...	Surveyed ... ...
Lashio-Kunlong extension (Burma).	Burma railways ...	Lashio to the Kunlong ferry. The alternative routes are :—	
		(1) Hsenwi (Theinni) ...	Reconnoitred
		(2) Hsupkyet (Supkyet) ...	Do. ...

* With second hand materials and rolling-stock. With

DIX 8—*continued.*

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Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See "Saraikala-Abbottabad-Srinagar railway."
5′ 6″ 2′ 6″	31¾ 51·32	28,22,765 15,96,156	The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.
...	...	...	See "Darbhanga-Khagaria Chord."
2′ 6″	93·55	32,65,151	
Vide "Remark's"	*Vide* "Remarks"	*Vide* "Remarks"	The construction of the line was urged on the ground it would develope the mining industry of the Province and open up the Zhob valley. Five different estimates of this line have been prepared, *viz.*— As a fully-equipped 5′6″ gauge line, the line will be 51·8 miles and cost Rs. 64,31,919 „ light 5′6″ „ „ „ „ „ 46·8 „ „ „ 28,95,001 „ fully-equipped 2′6″ „ „ „ „ „ 51·8 „ „ „ 49,03,807 „ light 2′6″ „ „ „ „ „ 46·8 „ „ „ 25,93,819 „ „ 2′0″ „ „ „ „ „ 46·8 „ „ „ 25,36,198
Not stated	10 9	Not stated.	
3′ 3⅜″	252·25	1,90,00,000	This line will form the northern portion of the through metre gauge connection between railways in Northern and Southern India. It has been decided lately that the junction of the line with the Hyderabad Godaveri Valley railway should be at Purna instead of Nanded and the construction by the Nizam's Government of the section from Purna to Hingoli, which will be 50·2 miles in length and cost Rs. 35,38,837 has been sanctioned.
3′ 3⅜″	10½	...	The Machiala-Amreli section, about 6 miles, has been surveyed by the Baroda Durbar and earthwork completed on the whole line as a measure of famine relief. It has since been agreed by the Baroda and the Bhanagar Durbars that the line should be extended to Chalala and that another line on the same gauge should be constructed from Dhasa to Kundla *vid* Damnagar and Lilia and that the two should be linked by a small chord somewhere between Amreli and Lilia. The construction of the Dhasa-Kundla line has been sanctioned since the close of the year, but the Bhavnagar Darbar has decided to hold over for the present the proposed Amreli-Lilia Chord.
3′ 3⅜″	63·67	27,65,021	
...	...	...	See "Light railways in Sind."
2′ 6″	56·10	16,28,906*	The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.
3′ 3⅜″	22·57	18,60,533	See "Remarks" against "Nidamangalam-Vedaraniem railway" which comprises the "Nidamangalam-Mannargudi" section of this line.
5′ 6″	36	13,43,968	A certain amount of earthwork was carried out in 1906 by the United Provinces Government as a measure of famine relief.
5′ 6″	16	5,92,143	
5′ 6″	5·45	...	The survey has been completed and the results are awaited.
3′ 3⅜″	39·56	32,49,917	The object of the projected line is to connect the Bassein-Henzada-Kyangin line on the west side of the Irrawaddy with the Rangoon-Prome line on the east, as an alternative to the Tharrawar-Letpadan line.
3′ 3⅜″	8	...	
...	...	...	See "Irrawadi Delta railway."
...	...	...	See "Belapur (or Lakh)-Sangamner branch."
2′ 6″	32·2	11,68,118	On the 5′ 6″ gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.
3′ 3⅜″	90	1,01,41,298	The Theinni route is considered in every way inferior to the Sapkyet route.
3′ 3⅜″	93¼	1,03,54,840	

new materials and rolling-stock the cost is Rs. 18,14,500.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or no (4)
L—*concld.*			
Light railways in Sind (Bombay)—The lines comprised in the scheme are :—			
(1) Mirpur Khas-Jhudo ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Jhudo ...	Surveyed ...
(2) Mirpur Khas-Khadro ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Khadro ...	Under survey ...
(3) Shadipalli-Mehoo Suboo...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli and Mehoo Suboo ...	Not surveyed ...
(4) Shadipalli-Samara with a possible extension thereof to meet (5).	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli *viâ* Samara to a point on (5).	Do. ...
(5) Chhor-Tatta	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Chhor and Tatta	Do. ...
(6) Mirpur Buttora-Dhindee...	...	Mirpur Buttora on (5) to Dhindee	Do. ...
(7) Belo-Shahbunder ...	...	Belo on (5) to Shahbunder ...	Do. ...
(8) Hyderabad (or Kotri)-Karachi.	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Hyderabad (or Kotri) *viâ* Tatta to Karachi.	Do. ...
or Tatta-Karachi ...	...	Tatta to Karachi	Do. ...
Lower Sind branches (Bombay)—			
The lines at present comprised in the scheme are :—			
(1) Badin-Jungshahi ...	North Western State railway.	Badin and Jungshahi ...	Surveyed ... ...
(2) Tando Muhammed Khan-Mirpur Buttora.	Do. ...	Tando Muhammed Khan and Mirpur Buttora.	Do. ...
M.			
Madouk-Nyaunglebin-Waingyi railway (Burma).	Burma railways ...	Madouk to Waingyi *viâ* Nyaunglebin.	Under survey ...
Mandla-Bilaspur railway (Central Provinces).	...	...	...
Mandra-Basal railway (Punjab) ...	North Western State railway.	Mandra to Basal *viâ* Chakwal, Bhon and Pindi Gheb.	Surveyed ...
Mardan-Swabi railway (North-West Frontier Province) (*New project*).	North Western State railway.	Mardan and Swabi ...	Not surveyed ...
Mardan-Utmanzai railway (North-West Frontier Province) (*New project.*)	North Western State railway.	Mardan and Utmanzai or Charsadda.	Do. ...
Mauli-Nathdwara branch (Rajputana).	Udaipur-Chitor railway...	Mauli and Nathdwara ...	Surveyed ...
Miraj-Bijapur branch (Bombay) .	Madras and Southern Mahratta railway.	Miraj and Bijapur ...	Not surveyed ...
Mirpur Buttora-Dhindee light railway (Bombay).	...	...	...
Mirpur Khas-Khadro light railway (Bombay).			

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Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	50	7,12,025	(1) This line has been built and is now open to traffic.
3′ 3⅜″	48	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
5′ 6″	70	37,41,833	These lines, as well as the Hyderabad-Badin branch, which is now open were projected as light feeders to the North Western State railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
5′ 6″	33	17,19,269	
3′ 3⅜″	25	...	
...	...	...	See "Bilaspur-Mungeli-Mandla railway."
2′ 6″ / 5′ 6″	100	*Vide* "remarks."	This line was proposed by the Government of the Punjab to open up the country north of the Salt Range. Detailed estimates of the cost of the portion from Mandra to Roopwal, 65·76 miles, both on the 5′ 6″ and 2′ 6″ gauges were prepared and the cost including rolling stock will, by sections, be as follows :—

	Length miles.	Gauge.	Cost Rs.*	Cost Rs.†
Mandra to Chakwal	39·46	5′ 6″	28,66,339	22,89,885
		2′ 6″	22,84,835	18,40,114
Chakwal to Bhon	7·03	5′ 6″	4,45,033	3,50,324
		2′ 6″	3,45,055	2,58,089
Bhon to Roopwal	19·27	5′ 6″	14,10,279	11,00,623
		2′ 6″	11,26,353	8,09,028

			The portion beyond Roopwal towards Basal was reconnoitred by alternative routes, but the country is very rough and difficult. The Punjab Government now desires the line to be built as far as Bhon.
2′ 6″	26	...	A survey of the line has been sanctioned since the close of the year.
2′ 6″	15	...	A survey of the line has been sanctioned since the close of the year.
3′ 3⅜″	14·75	4,72,698	
...	77	...	The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2′ 6″ gauge railway.
...	...	...	See under "Light railways in Sind."

* If built as a fully equipped line.
† If built as a light type line.

APPEN

[APPENDIX 38-A IN THE

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M—*concld.*			
Mirzapur-Maihar Chord (United Provinces and Central India).	East Indian railway ...	Mirzapur and Maihar ...	Reconnoitred ...
Mohuda-Ramgarh railway (Bengal).	...	...	...
Moulmein-Myawaddy railway (Burma).	Burma railways ...	From Battery point north of Moulmein to Myawaddy.	Surveyed ...
Moulmein-Ye railway (Burma) .	Burma railways ...	From Battery point north of Moulmein to Ye	Do. ...
Murtajapur-Ellichpur railway (Central Provinces). (*New project*).	Great Indian Peninsula railway.	Murtajapur and Ellichpur ...	Not surveyed ...
Murtajapur-Pisgaon railway (Central Provinces).	Great Indian Peninsula railway.	Murtajapur *vid* Yeotmal, Darwha and Karinza to Pisgaon including branches to the coal-fields.	Surveyed ...
Muttra-Hathras link (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Muttra and Hathras ...	Do. ...
Muzaffarpur-Darbhanga chord (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Muzaffarpur and Darbhanga ...	Do. ...
Muzaffarpur-Sitamarhi chord (Bengal).	...	...	...
Myingyan-Natogyi light railway (Burma).	Burma railways ...	Myingyan and Natogyi ...	Surveyed ...
Mymensingh-Netrokona extension (Eastern Bengal and Assam)	...	...	...
Myogwin-Kamauksu railway (Burma).	Burma railways ...	Myogwin and Kamauksu ...	Under survey ...
Mysore-Hassan railway (Mysore)	Madras and Southern Mahratta railway (Mysore section).	Mysore and Hassan... ...	Reconnoitred ...
Mysore-Tellicherry railway (Mysore and Madras).	Do. ...	Mysore and Tellicherry ...	Surveyed ...
N.			
Nachoul-Rampur Boalia-Gopalpur railway (Eastern Bengal and Assam).	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Mile 85·8 of the Katihar-Godagari extension near Nachoul to Abdulpur, 12 miles from Saraghat.	Do. ...
Nadiad-Kapadvanj-Meghraj railway (Bombay).	Bombay, Baroda and Central India railway.	Nadiad *vid* Kapadvanj to Meghraj branch from Malpur to Godhra	Do. ... Do. ...
Nandyal-Atmakur railway (Madras) (*New project*).	Madras and Southern Mahratta railway.	Nandyal to Atmakur *vid* Velgode	Do. ...
Nanjangud-Erode railway (Mysore and Madras).	Madras and Southern Mahratta railway (Mysore section).	Nanjangud and Erode ...	Do, ...
Nar-Nadiad loop (Bombay) ...	Bombay, Baroda and Central India railway (Petlad-Cambay).	Nar and Nadiad	Do. ...
Nattore-Rampur Boalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Nattore and Rampur Boalia ...	Surveyed ...
Nawadah-Madhupur (or Baidyanath)-Nalhati railway (Bengal).	East Indian railway ...	Nawadah and Nalhati ...	Not surveyed ...
Nerbudda Valley light railway (Central India).	...	...	...
Nidamangalam-Vedaraniem railway (Madras).	South Indian railway ...	Nidamangalam to Mannargudi...	Surveyed ...
		Mannargudi to Tiruturaipundi ...	Not surveyed ...
		Tiruturaipundi to Vedaraniem ...	Surveyed ...
Nowgong District Light railway ...	...	...	...
P.			
Paddapenki-Parvatipur branch (Madras).	...	...	...

DIX 8—*continued.*

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corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	140	1,55,00,000	This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.
...	...	...	See "Bokaro and Ramgarh coal-fields railway."
3′ 3⅜″	77·85	1,00,18,542	
3′ 3⅜″	94·06	83,32,198	
2′ 6″	50	...	A survey of the line has been sanctioned.
2′ 6″	150	55,48,000	
See "Remarks."	31·10	See "Remarks"	It is estimated that the cost of a 5′ 6″ gauge connection between Muttra and Hathras by the conversion of the present Rajputana-Malwa railway line into a *mixed gauge* track will be Rs. 23,70,285. The cost of a separate 5′ 6″ gauge track with a mixed gauge over the Jumna bridge is estimated to be Rs. 24,70,637.
3′ 3⅜″	38·38	32,69,650	This line supersedes the "Muzaffarpur-Mohammadpur chord" mentioned in the statement for 1906.
...	...	...	See "Tewaraha-Sitamarhi branch."
3′ 3⅜″	18·75	11,90,579	
...	...	...	See under "Dacca-Mymensingh railway extensions."
3′ 3⅜″	23	...	This is an alternative to the Myogwin-Yegyi-Pandaw line originally proposed.
3′ 3⅜″	73·5	*36,75,000	A detailed survey has also been made and the results are awaited. The line if constructed would join the proposed Arsikere-Mangalore line at Hassan and form a chord line between Mysore and Arsikere.
2′ 6″	144·69	81,00,000	The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.
3′ 3⅜″	50·5	45,39,971	This line is alternative to the branch from Nattore *viâ* Shampur to mile 86 on the Katihar-Godagari extension, see "Calcutta-Ranaghat-Rampur Boalia railway."
2′ 6″	76·06	...	Proposals for the construction of this line by private enterprise are
2′ 6″	46·78	...	under consideration. The surveys have been completed but project report and estimates have not yet been received.
3′ 3⅜″	30·14	14,86,779	The line was surveyed on behalf of the District Board of Kurnool. The project report and estimates have not yet been received.
3′ 3⅜″	120·70	1,23,03,700	This line will link up the Madras and Southern Mahratta and the South Indian railway systems. A length of 33·70 miles lies in Mysore territory and is estimated to cost Rs. 20,81,764, but the Durbar do not propose to construct this section until the British section is put in hand. A fresh detailed survey of the line with a branch from Sattyamangalam to Mettupalayam, 150 miles in length, by the agency of the South Indian railway, has since been sanctioned.
5′ 6″	20·25	11,56,713	This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2′ 6″ gauge instead of on the 5′ 6″ gauge and had the Nar-Piej section, 17 miles, surveyed on the 2′ 6″ gauge by the agency of the Bombay, Baroda and Central India railway.
3′ 3⅜″	24·43	11,14,875	This line is alternative to the "Shampur-Nattore" project, see "Calcutta-Ranaghat-Rampur Boalia railway."
...	...	...	This line will probably be constructed by the East Indian railway.
...	...	...	See "Barwaha-Bodeli light railway."
3′ 3⅜″	8·33	5,82,616	This line comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line and has been proposed by the District Board of Tanjore. The Government of Madras urged the simultaneous construction of the Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem sections of the line out of the accumulated surplus of the Tanjore District Board, who have applied for a concession to construct the lines.
...	...	...	
3′ 3⅜″	20·20	10,88,359	
...	...	...	See "Kampur-Silghat Light railway."
...	...	...	See "Dusi-Salur light railway."

* Approximate.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or (4)
P—*concld.*			
Palni-Satyamangalam railway (Madras).	...	Palni to Satyamangalam with a branch from—	Surveyed ...
		Satyamangalam to Mettupalaiyam.	Do. ...
Pandharpur-Miraj extension (Bombay).	Barsi Light railway ...	Pandharpur and Miraj ...	Do. ... ...
Panruti-Trichinopoly railway (Madras).	...	...	...
Parlakimedi-Baruva light railway (Madras).	...	...	...
Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).	...	...	...
Patiala-Jakhal railway (Punjab) ...	North Western State railway (Rajpura-Bhatinda).	Patiala and Jakhal ...	Surveyed ...
Patiala-Jakhal railway extension (Punjab).	North Western State railway (Southern Punjab).	Jakhal *viâ* Hissar, Loharu and Kanaud to Narnaul.	Not surveyed ...
Pegu-Syriam railway (Burma) ...	Burma railways ...	Pegu and Syriam	Surveyed ...
Phaphund-Auriya railway (United Provinces).	...	...	...
Phirangipuram-Gurzala branch (Madras).	Madras and Southern Mahratta railway.	Phirangipuram and Gurzala ...	Surveyed ...
Phulbari-Sumjhia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Phulbari and Sumjhia ...	Do. ... ...
Podanur-Pollachi railway (Madras) (*New project*).	South Indian railway ...	Podanur and Pollachi ...	Do. ...
Pokhrayan-Auriya branch (United Provinces).	Great Indian Peninsula railway.	Pokhrayan and Auriya ...	Reconnoitred ...
Prome-Magwe-Meiktila extension (Burma).	Burma railways ...	Prome and Meiktila ...	Not surveyed ...
Prome-Zadabin railway (Burma)	...	...	...
Puri-Astrang branch (Bengal) ...	Bengal-Nagpur railway.	Puri and Astrang	Not surveyed ...
Purulia-Ranchi railway extension (Bengal).	...	...	...
Pyinmana-Magwe railway (Burma)	Burma railways ...	Pyiwin to Taundwingyi ...	Surveyed ... ...
		Taungdwingyi to Myingin (near Magwe.)	Do. ...
R.			
Raipur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway...	Raipur and Khurda ...	Partly reconnoitred ...
Ramnad-Viruduputti railway (Madras) (*New project*).	South Indian railway ...	Ramnad and Viruduputti ...	Surveyed ...
Ranchi-Lohardaga-Palkote extension railway (Bengal) (*New project*).	Bengal-Nagpur Railway	Ranchi to Palkote *viâ* Lohardaga	Under survey ...
Rangiya-Tezpore railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Rangiya and Borjuli station on Tezpore-Balipara tramway.	Surveyed ... ...
Rewah-Sutna railway (Central India).	East Indian railway ...	Rewah and Sutna	Do. ... ...
Rowsara-Khagaria light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Rowsara and Khagaria ...	Apparently reconnoitred by the District Engineer, Monghyr.
S.			
Saidpur-Titalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Saidpur and Titalia ...	Surveyed ... ...
Sainthia-Berhampore railway (Bengal).	East Indian railway ...	Sainthia *viâ* Kandi to the right bank of the Bhagirathi opposite Berhampore.	Do. ...

DIX 8—*continued.*

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corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	84·36	84,33,040	
3′ 3⅜″	17·53	25,03,225	
2′ 6″	84·7	59,60,937	
...	...	...	See " Trichinopoly-Panruti railway."
...	...	...	See under " Ganjam District light railways."
...	...	...	See under " Sylhet District tramways."
5′ 6″ / 3′ 3⅜″	54·35	34,00,519 / 24,83,437	This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. The Patiala Durbar has since put forward a scheme for an alternative line on the metre gauge from Patiala to some point near Sirsa on the Rajputana-Malwa railway.
...	131	...	This line has been proposed by the Durbars interested.
3′ 3⅜″	67·68	53,30,984	
...	...	...	See " Auriya-Phaphund railway."
3′ 3⅜″	50·64	12,59,641	
3′ 3⅜″	13·48	4,41,745	
3′ 3⅜″	26	...	The line has been surveyed on behalf of the District Board of Coimbatore. The project report and estimates have not been received.
2′ 0″	28	7,28,000	The line was reconnoitred in 1899 but the results were not received.
3′ 3⅜″	176	1,13,00,000	This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.
...	...	...	See " Assam-Burma connection railway."
5′ 6″	34	27,20,000	This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the sea shore and about 6 or 8 miles away, will pass through thickly populated tracts.
...	...	...	See " Ranchi-Lohardaga-Palkote extension railway."
3′ 3⅜″	68·83	49,73,753	This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.
3′ 3⅜″	50·70	40,95,337	A survey of the line to Myingin (near Magwe) was completed and the report received.
5′ 6″	295½	3,02,51,043	This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred, the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagram railway, which has been built from Vizianagram to Parvatipur, supersedes a section of this line.
3′ 3⅜″	66	...	This has been proposed by the South Indian railway Company. It was at first intended to construct the line from Parmakudi to Viraduputti, but it has subsequently been decided to make Ramnad the terminus.
2′ 6″	88	...	This will be an extension of the Purulia-Ranchi railway.
3′ 3⅜″	72·34	27,26,594	This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies.
2′ 6″	32	7,61,810	This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State.
Not stated, probably 2′ 6″	44	10,00,000	This line in conjunction with the Samastipur-Rowsara light railway will form a chord between Samastipur and Khagaria stations on the Tirhoot railway.
3′ 3⅜″	66	29,84,000	
5′ 6″	43·46	...	The line has been surveyed and the detailed project estimates are awaited. At Adibhaga—at mile 39 from Sainthia—the line makes junction with the Barharwa-Azimganj-Katwa line which is under construction.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*contd.*			
Salem-Attur branch (Madras) ...	South Indian railway ...	Salem and Attur	Surveyed ... ...
Salem-Porto Novo railway (Madras).	South Indian railway ...	Salem and Porto Novo ...	Do. ...
Sambalpur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway.	Sambalpur and Khurda ...	Do. ...
Sangla-Chiniot-Khushab railway (Punjab).	...	...	...
Santahar-Malda railway (Eastern Bengal and Assam). (*New project.*)	Eastern Bengal State railway.	Santahar and Malda ...	Under survey ...
Santipur-Kalna extension (Bengal)	Eastern Bengal State railway.	Santipur and Kalna	See "Remarks" ...
Sara-Kalamba extension ...	...	...	...
Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sara to Sirajganj ...	Surveyed ...
		(ii) Sirajganj to Brahmaputra right bank.	Do. ...
		(iii) Brahmaputra left bank to Jagannathganj with Subarnakhali branch.	Do. ...
Sarai Kala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir).	North Western State railway.	Sarai Kala to Srinagar *vid* Abbottabad.	Do. ...
		Alternative. Mandra to Srinagar *vid* Panjar...	Do. ...
Satara Road-Satara City railway (Bombay).	Madras and Southern Mahratta railway.	Satara Road and Satara City ...	Surveyed ...
Sealtick-Lala Bazar tramway (Eastern Bengal and Assam).	...	...	...
Shadipalli-Mehoo Suboo light railway (Bombay).	...	...	...
Shadipalli-Samara light railway (Bombay).			
Shambhuganj-Gauripur branch (Eastern Bengal and Assam).	...	...	...
Shibnibash-Kotchandpur-Magura branch (Bengal).	Eastern Bengal State railway.	The three alignments surveyed and estimated for are—	
		(i) *vid* Khallispur, Durgapur and Jhenida	Surveyed ...
		with a branch from Jhenida to Sulkopa.	Do. ...
		(ii) *vid* Khallispur and Kaliganj direct to Magura	Do. ...
		with a branch from Kaliganj to Sulkopa.	Do. ...
		(iii) *vid* Khallispur, Kaliganj and Jhenida	Do. ...
		with a branch from Jhenida to Sulkopa.	Do. ...

DIX 8—*continued.*

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corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	36·06	17,59,555	In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.
3′ 3⅜″	116	69,86,000	This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras. The approximate cost on the 5′ 6″ gauge is estimated at Rs. 86,00,000.
5′ 6″	190	2,37,00,000	The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.
...	...	...	See under "Jhang-Sangla railway."
3′ 3⅜″	65	...	
2′ 6″	...	...	This line will be an extension of the Ranaghat-Krishnagar light railway. Orders issued in 1908 for the preparation of detailed plans and estimates for the extension and for connecting the existing light railway with Ranaghat station on the Eastern Bengal State railway and these are awaited. The scheme comprises the following:— (1) Conversion of the present broad gauge sidings from Ranaghat to Aistalaghat on the Churni river to 2′ 6″ gauge. (2) Construction of a new bridge over the Churni river for the passage of 2′ 6″ gauge trains. (3) Construction of a new line from Ghoralia on the light railway to Kalnaghat *vid* Santipur city and from Santipur city to Santipur station on the light railway. (4) Laying of a 2′ 6″ gauge track from mile 19 on the light railway to Krishnagar city station on the Ranaghat-Godagari railway.
...	...	...	See under "Bilimora-Sara railway."
5′ 6″	49·48	62,09,669	The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.
5′ 6″	3·22	3,70,008	
3′ 3⅜″	26·05	15,38,521	
5′ 6″	200	2,98,85,284	The project, as now revised, provides for a 5′ 6″ gauge line from Sarai Kala to Jûba, 75½ miles, worked as part of the North-Western State railway, and for a metre gauge line worked by the Durbar from Juba to Srinagar, 119¾ miles, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar, respectively.
3′ 3⅜″	203	2,44,93,474	
5′ 6″	182	3,02,04,184	The length and estimated cost of the sections resurveyed are as follows:—
3′ 3⅜″	185	2,42,66,519	

	Gauge.	Length. Miles.	Cost. Rs.
Sarai Kala to Abbottabad	5′ 6″	91	87,76,500
Abbottabad to Garhi Habeebulla	5′ 6″	28	77,39,447
Garhi Habeebulla to Kashmir Frontier	5′ 6″	4	10,40,735
Kashmir Frontier to Domel ...	5′ 6″	5½	27,24,478
Kashmir Frontier to Srinagar ...	3′ 3⅜″	109·18	1,57,88,835

3′ 3⅜″	10	7,01,910	The Government of Bombay recommend the abandonment of the project for the present.
...	...	...	See under "Cachar District tramways."
...	...	...	See under "Light railways in Sind."
...	...	...	See under "Dacca-Mymensingh railway extensions."
5′ 6″	51·75	49,94,494	This branch was proposed on the 2′ 6″ gauge by a Calcutta firm in 1896 and is alternative to the Bongong-Kotchandpur line put forward by the late Bengal Central railway on the 5′ 6″ gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5′ 6″) as the parent line.
5′ 6″	12·00		
5′ 6″	48·00	53,07,874	
5′ 6″	19·75		
5′ 6″	55	52,49,115	
5′ 6″	12		

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*concld.*			
Shwebo-Thabeitkyin railway (Burma).	Burma railways ...	Shwebo and Thabeitkyin ...	Surveyed ...
Shwebo-Yeu light railway (Burma)	Burma railways ...	Shwebo and Yeu	Surveyed ...
Sialkote-Amritsar railway (Punjab) (*New project.*)	North-Western State Railway.	Sialkote and Amritsar with a branch from Dera Nanak to Batala.	Under survey ...
Sidhpur-Wayad railway (Bombay).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sidhpur to Wayad *viâ* Kakoshi and Wagrod with extensions:— (i) From Wagrod to Khareda and (ii) From Wagrod to Pattan.	Not surveyed ...
Silchar-Duarbund tramway (Eastern Bengal and Assam).	...	...	...
Silchar-Tikalpur tramway (Eastern Bengal and Assam).			
Siliguri-Kissengunge extension (Bengal).	...	...	...
Siliguri-Teesta Bridge extension (Bengal).			
Sind Light railways	...	...	...
Singarayakonda-Kanigiri railway (Madras).	Madras and Southern Mahratta railway.	Singarayakonda and Kanigiri ...	Surveyed ...
Singhjani-Fulchari railway (Eastern Bengal and Assam).	Eastern Bengal State railway (Mymensingh-Jamalpur-Jaggannathganj.)	Singhjani and Fulchari ...	Reconnoitred ...
Singhjani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).	...	...	...
Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway.	Singia and Bhedarganj ...	Surveyed ... ...
Sirajganj-Ullapara railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Sirajganj and Ullapara ...	Surveyed by the promoters
Sivok-Bagrakote extension (Eastern Bengal and Assam).	...	...	...
Sointilla-Sonpur branch (Bengal) .	Bengal-Nagpur railway .	Sointilla and Sonpur ...	Surveyed ...
Sonepat-Saharanpur branch (Punjab and United Provinces).	East Indian railway (Delhi-Umballa-Kalka).	Sonepat and Saharanpur ...	Not surveyed ...
Sri Madhopur-Borawar Chord (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Borawar ...	Not surveyed ...
Sri Madhopur-Sikar branch (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Sikar ...	Surveyed ... ...
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	...	...	...
Sutang-Madna tramway (Eastern Bengal and Assam).			
Sylhet District tramways—			
Sutang-Madna tramway (Eastern Bengal and Assam).	Assam-Bengal railway.	Sutang and Madna	Reconnoitred by the promoters.
Srimangal-Manumukh tramway (Eastern Bengal and Assam)		Srimangal and Manumukh ...	Do. ...
Kalaura-Chhatak tramway (Eastern Bengal and Assam).		Kalaura and Chhatak *vid* Sylhet.	Do. ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).		Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra.	Do. ...

DIX 8—*continued.*

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corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	30·05	14,42,845	This line was proposed to tap the Kabwet collieries and to open up the ruby mines district. If it stops at Letkobin, in which case the collieries will be served equally well, the length would be 22·75 miles and cost Rs. 9,93,840.
3′ 3⅜″	22·09	...	This line has been designed to open up the country to be irrigated by the Shwebo and Yeu canals. The project estimates are awaited.
Vide remarks...	100	...	The line has been recommended by the Punjab Government.
3′ 3⅜″	...	...	The line has been proposed by the Baroda Durbar.
...	...	...	See " Cachar District tramways".
...	...	...	See under " Darjeeling-Himalayan Railway Extensions."
...	...	...	See " Light railways in Sind".
2′ 6″	41·28	13,82,717	
3′ 3⅜″	28	18,41,860	The object of the proposed line is to connect the Dacca-Mymensingh section of the Eastern Bengal State railway with the rest of the system north of the Ganges by means of a ferry between Fulchari and some point opposite it on the left bank of the Brahmaputra. The estimate includes the cost of the ferry amounting to Rs. 5,50,000. A detailed survey of the line was made in 1909 but the results are not yet known.
...	...	...	See under " Dacca-Mymensingh railway extensions".
5′ 6″	82·15	1,92,65,833	The cost by sections is as follows— Length. Miles. Cost. Rs. Singia to Madaripur ... 63·34 1,23,46,885 Madaripur to Bhedarganj ... 18·81 69,18,948 The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.
2′ 6″	18	11,00,000	This line was proposed for construction by private enterprise in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna.
...	...	...	See " Bagrakote-Sivok-Kalimgpong extension."
5′ 6″	48·24	30,62,444	This branch was projected to connect at Sonpur the Raipur-Vizianagram railway with the Sambalpur-Khurda line.
5′ 6″	60	48,00,000	
3′ 3⅜″	...	...	
3′ 3⅜″	30·68	8,69,413	
...	...	...	See under " Sylhet District tramways".
2′ 6″	30	11,54,407	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The Government of Eastern Bengal and Assam is arranging for a survey of the Shaistaganj-Habiganj section of the Sutang-Madna line.
2′ 6″	22⅓	8,81,567	The Government of Eastern Bengal and Assam is arranging for a survey of the line from Provincial funds both on the 2′ 6″ and metre gauges.
2′ 6″	53	20,04,376	The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.
2′ 6″	43	12,00,000	The Government of Eastern Bengal and Assam is arranging for a survey of the line.

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[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
T			
Ta Hapalai-Nam Pai railway (Burma). *(New project.)*.	Burma railways ...	Ta Hapalai on the Lashio branch to Nam Pai on the Burma Mines Light railway.	Not surveyed ...
Tando Muhammed Khan-Mirpur Buttora branch (Bombay).	...	...	...
Taungup branch (Burma) ...	...	...	...
Tewaraha-Sitamarhi branch (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Tewaraha and Sitamarhi ...	Surveyed ... ...
Thawe-Captainganj railway (United Provinces).	Bengal and North-Western railway.	Thawe to Tewaripatti and on to Captainganj *viâ* Padrauna.	Surveyed ...
Tilhar-Budaon-Hapur railway (United Provinces).	Oudh and Rohilkhand State railway.	Tilhar *viâ* Budaon and Sahuswan to Babrala and continuing from Rajghat to Hapur. With a branch—	Surveyed ...
		From Jehangirabad station on the proposed Rajghat-Hapur section to Bulandshahr.	Surveyed ...
Timba-Savli railway (Bombay) *(New project)*	Bombay, Baroda and Central India Railway.	Timba and Savli ...	Not surveyed ...
Tinnevelly-Tiruchendur railway (Madras).	South Indian railway ...	Tinnevelly and Tiruchendur ...	Surveyed ... ...
Trichinopoly-Panruti railway (Madras).	South Indian railway ...	Trichinopoly *viâ* Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur to Panruti.	Surveyed ...
Trichinopoly-Ramnad railway (Madras).	South Indian railway ...	Trichinopoly to Ramnad with a branch from Devakota to Arantangi.	Surveyed ...
Trichnopoly-Thondi branch (Madras.)	South Indian railway ...	Trichinopoly and Thondi ...	Not surveyed ...
Tumsar Road-Katangi railway (Central Provinces).	Bengal-Nagpur railway...	Tumsar Road to Katangi ...	Surveyed ... ...
		Sidings to serve the mines ...	Do. ... ...
V.			
Vadnagar (or Visnagar)-Vijapur extension (Bombay).	...	...	...
Vaigai Valley railway (Madras)	South Indian railway ...	Ammayanayakkannur to Kotagudi with extensions :—	
		(*i*) Periyakulam to Krishnama Naik's tope.	See "Remarks" ...
		(*ii*) Near Theni (mile 39) to Uttamapalaiyam.	
Vijapur–Chhara railway (Bombay). *(New project.)*	Bombay, Baroda and Central India railway, (Gaekwar's Mehsana).	Vijapur and Chhara ...	Not surveyed ...
Virudupatti-Ramnad railway (Madras)	...	...	...
Visnagar (or Vadnagar)-Vijapur extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Visnagar to Vijapur	Surveyed ... ...
		Alternative. Vadnagar to Vijapur ...	Do. ... ...
Vizianagram-Bimlipatam branch (Madras).	Bengal-Nagpur railway.	Vizianagram and Bimlipatam ...	Not surveyed ...

DIX 8—*continued.*

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Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	25	...	A survey of the line has been sanctioned.
...	...	...	See " Lower Sind branches".
...	...	...	See under " Assam-Burma connection railway".
3′ 3⅜″	30·05	16,53,238	This branch supersedes the " Muzaffarpur-Sitamarhi chord." It starts from Tewaraha station at mile 19 from Muzaffarpur on the projected Muzaffarpur-Darbhanga chord.
3′ 3⅜″	59·7	25,12,283	The project estimates have been submitted to the Secretary of State for sanction since the close of the year.
5′ 6″	147·09	1,80,21,601	
5′ 6″	16·07		
2′ 6″	20*	...	This line has been proposed by the Baroda Durbar.
3′ 3⅜″	37·60	20,52,003	This line has been proposed by the District Board of Tinnevelly from whom proposals for its financing are awaited.
3′ 3⅜″	94·79	1,07,20,912	This line takes the place of the proposed Trichinopoly-Tirukkoyilur railway which was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5′ 6″ gauge route connecting India and Ceylon.
3′ 3⅜″	132	...	This will be alternative to Trichinopoly-Thondi Branch. The survey of the line is completed and the project report and estimates are awaited.
3′ 3⅜″	86	37,50,000	A part of this scheme will probably be financed by the District Board of Madura.
5′ 6″	32·89	20,40,477	This line has been projected in order to serve the manganese mines in the Central Provinces.
5′ 6″	10	5,44,435	
...	...	...	See " Visnagar (or Vadnagar)-Vijapur extension".
2′ 6″	55	See "Remarks"	This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they withdrew.
2′ 6″	5		A large portion of this project is covered by the Ammayanayakkanur-Uttamapalaiyam line proposed by the District Board of Madura.
2′ 6″	18		
3′ 3⅜″	...	...	This has been proposed by the Baroda Durbar. It will be an extension of the Durbar's Kalol-Vijapur railway.
...	...	...	See " Ramnad-Virudupatti railway ".
3′ 3⅜″	16	5,34,280	This line will lie entirely within the territory of the Baroda Durbar who favour the alignment from Vijapur to Vadnagar, which, together with the Durbar's existing Kalol-Vijapur railway, will form a chord between the Rajputana-Malwa and the Gaekwar's Mehsana railways. The Durbar have, however, decided to hold over the project for the present.
3′ 3⅜″	16·92	...	
5′ 6″	15	9,39,000	In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.

* Approximate.

APPEN

[APPENDIX 38-A IN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
Y.			
Yerragudipad-Jammalamadugu branch (Madras).	Madras and Southern Mahratta railway.	Yerragudipad and Jammalamadugu.	Surveyed ... ...
Yerragudipad-Nandyal railway (Madras). (*New project.*)	Madras and Southern Mahratta railway.	Yerragudipad and Nandyal ...	Surveyed ...
Z.			
Zadbina-Zibingyi railway (Burma)	...	...	...
Zankavav-Vajipur railway (Bombay.)	Bombay, Baroda and Central India railway (Gaekwar's Kosamba-Zankavav railway).	Zankavav and Vajipur ...	Surveyed ... ...

DIX 8—*concluded.*

THE REPORT FOR 1908.]

corrected up to 31st December 1909.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2′ 6″ 5′ 6″	24·05	10,45,904 12,46,831	This will be merged into the Yerragudipad-Nandyal project.
3′ 3⅜″	71·5	40,85,026	This line has been recommended by the Government of Madras for construction from the famine insurance fund in consideration of its protective value.
...	...	...	See " Assam-Burma connection railway".
2′ 6″	37·12	...	This will be an extension of the Kosamba-Zankavav railway which is now under construction. It was surveyed by the Bombay, Baroda, and Central India railway in 1903, but no detailed project has yet been submitted.

APPENDIX 9.

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of open lines of railway and of lines under construction or sanctioned for construction on the 31st December 1909.

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12	(a)	Bengal and North-Western	B. & N. W. Ry. Co.	207
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7	(b)	Bezwada Extension	N. Gtd. St. Ry. Co.	175
6	(d)	Bezwada-Masulipatam	M. & S. M. Ry. Co.	165
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APPENDIX 9.

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—R. MILLER, ESQ.

Offices—132, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bengal-Nagpur railway (5′ 6″ gauge)	1,476·09	309·76	1,785·85
(a) East Coast State railway, Northern section (5′ 6″ gauge)*	314·46	...	314·46
(b) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)	153·07	70·20	223·27
(c) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	275·39	43·50	318·89
(d) Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(e) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(f) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	72·68	...	72·68
(g) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
(h) *Nagpur-Chhindwara extension, Bengal-Nagpur railway. (2′ 6″ gauge)*	...	97·37	97·37
Total	2,405·66	520·83	2,926·49

Running powers—

Home line over Foreign lines :—

	Miles.
At Katni, East Indian railway, for passenger and goods trains	0·30
At Asansol and Katrasgarh, East Indian railway, for passenger and goods trains	1·16
At Howrah, East Indian railway, for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway, for passenger and goods trains	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway, (5′ 6″ gauge), for passenger and goods trains.	4·97
Total	8·08

Foreign line over Home line :—

	Miles.
Great Indian Peninsula railway at Katni, for passenger trains only	1·60

1 (a) Bengal-Nagpur railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
BENGAL-NAGPUR PROPER—			Miles.	Miles.
Main line—				
Asansol to Damoodur	12-9-84	12-6-89	4·62	
Damoodur to Purulia		14-12-89	44·63	
Purulia to Chakardharpore		22-1-90	72·23	
Chakardharpore to Goilkera		15-5-90	20·90	
Goilkera to Jharsuguda		1-2-91	104·92	
Jharsuguda to Raigarh		20-4-90	44·42	
Raigarh to Bilaspur		10-2-90	82·40	
Bilaspur to Raipur		10-1-89	68·52	
Raipur to Raj-Nandgaon		4-12-88	42·04	
Raj-Nandgaon to Nagpur	1878 and 1881† ...	1880, '81 & '82†	145·50	
Total main line ...	...	...	...	630·18
Branches—				
Sanctoria coal branch—				
Damoodur to the Sanctoria collieries	12-9-84	12-6-89	7·27	
Chaurashi branch	17-7-01	1-2-03	8·14	
Sambalpur branch—				
Jharsuguda to Sambalpur	July 1891 ...	1-2-93	30·02	
Katni branch—				
Bilaspur to Birsinghpur	12-9-84	1-2-91	142·39	
Birsinghpur to Umaria		11-5-90	18·46	
Umaria to Katni	September 1884	2-11-86	35·88	
Katni to Marwara Junction	...	1-1-01	1·98	
			198·71	
Kanhan to Ramtek	13-8-06	26-9-07	17·39	
Ramtek to Dattapahar				
Total carried over	...	...	261·53	630·18

* Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

† These are the dates of sanction and opening of the original metre gauge line, which was converted to, and re-opened on, the 5′ 6″ gauge on the 27th November 1888.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 1}}{\text{Sub-head } (a) \text{ to } (h)}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Brought forward	...	...	Miles. 261·53	Miles. 630·18
Calcutta extension—				
Sini to Khargpur	August 1895	1-6-98	99·97	
Khargpur to Khal Bridge		17-12-98	34·28	
Khal Bridge to Rajapur Khal		24-5-00	18·80	
Rajapur Khal to Howrah		14-12-00	17·00	
Fort Gloster branch 1·25, Lawrence Mill 0·68 and East Roop Narain Bank 0·60 and Kidderpore Port line 0·60.		14-12-00	3·13	
			173·18	
Santragachi to Shalimar		15-3-01	1·97	
Cuttack extension—				
Khargpur to Balasore		17-12-98	71·25	
Balasore to Barang (Cuttack)		10-1-99	117·57	
			188·82	
Midnapore extension—				
Khargpur to Cossye river	January 1899	20-1-99	4·75	
Right bank of the Cossye river to Midnapore		8-6-01	3·00	
			7·75	
Midnapore-Jharia extension—				
Midnapore to Bhojudih	1-6-01	1-2-03	114 95	
Bhojudih to Bhaga	9-12-01	20-4-03	6 66	
Bhaga to Malkera		1-9-03	8·79	
Kendua branch	1-11-01	1904	2·60	
			133·00	
Bhojudih to Gomoh	11-1-01	1-1-07	25·41	
Malkera to Mohuda		15-6-04	3·40	
Aldih branch	20-12-02	1-2-06	2·47	
			31·28	
Raipur-Vizianagram section—				
Vizianagram to Bobbili	9-2-06	24-12-08	33·18	
Bobbili to Parvatipuram		8-3-09	15·20	
			48·38	
Total branches	...	...	...	845·91
TOTAL OPEN MILEAGE, BENGAL-NAGPUR PROPER	...	...	...	1,476·09
EAST COAST STATE RAILWAY, NORTHERN SECTION—				
Main line—				
Cuttack (Barang) to Bhubaneswar	July 1890	1-2 97	10·04	
Bhubaneswar to Khurda Road		20-7-96	11·75	
Khurda Road to Rambha		1-3-96	61·60	
Rambha to Berhampore-Ganjam		1-9-95	29·54	
Berhampore-Ganjam to Palasa		1-4-95	45·99	
Palasa to Parlakimedi Road (Naupada)		17-12-94	15·97	
Parlakimedi Road (Naupada) to Vizianagram		20-7-94	72·36	
Vizianagram to Waltair		15 7-93	37·78	
Naupada salt branch	...	...	2·37	
Total main line	...	...	...	287·40
Puri branch—				
Khurda Road to Puri	July 1895	1-2-97	25·34	
Temporary Puri station to new Puri station		1-6-98	1·72	
Total branch	...	...	...	27·06
TOTAL EAST COAST STATE RAILWAY, NORTHERN SECTION	...	...	...	314·46
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAIWAY, 5′ 6″ GAUGE	...	...	...	1,790·55
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—		Probable date.		
Bhojudih to Parthadihi	1-11-01	July 1910	2·28	
Khanoodih to Katras	...	...	1·89	
Raipur to Parvatipuram	26-1-06	...	260·67	
Kalimati to Gurumaishini	19-10-06	Jan. 1911	40·10	
Nagpur to Itwari	17-6-08	...	4·82	
Total under construction or sanctioned	...	...	...	309·76
GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE.				2,100·31
DOUBLE LINE—				
BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE—				
Howrah to Santragachi	...	12-12-00	3·42	
Santragachi to Bauria	...	17-6-02	10·80	
Shalimar branch	...	...	1.97	
Bauria to Khargpur	3-7-05	15-3-07	55·86	
Total double line	...	...	72·05	

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction and between Vizianagram and Parvatipuram, 1 in 125.

Terms of contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

Contracts of—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2′ 6″ gauge) feeder line with a branch to Rajim; an extension (5′ 6″ gauge) from Sini *viâ* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jbaria coal-fields; a line (2′ 6″ gauge) from Gondia to Jubbulpore with branches from Nainpur to Mandla and Nainpur to Chhindwara; and for the working of the Northern section of the late East Coast State railway as part of the undertaking.

The general conditions of the contracts are as follows :—

Government aid.—Government guarantee interest in sterling at 4 per cent per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent or such other rate as may be agreed upon.

Terms of contracts.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contracts:—

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the principal contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section of the late East Coast State railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses—which may include any single item of capital expenditure classed as a 'Minor work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Railway Board subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast State railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras and Southern Mahratta Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras and Southern Mahratta railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908].

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$ **. BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Statistics of working—

TABLE I.									TABLE II.	

Includes the Northern section of the late East Coast State railway, the Gondia-Chanda and the Jubbulpore-Gondia Extensions and the Purulia-Ranchi and the Raipur-Dhamtari branches.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 . . .	224·50	5,23,92,291	15,83,293	5,17,461	0·99	23,62,947	...	—18,45,486	169	67·32
1889 . . .	348·18	7,08,75,456	20,40,944	4,03,160	0·57	29,96,364	...	—25,93,204	131	80·25
1890 . . .	586·01	8,14,66,762	28,64,578	5,47,463	0·67	33,88,852	...	—28,41,389	101	80·89
1891 . . .	831·58	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223	129	50·81
1892 . . .	831·58	9,56,14,736	60,83,562	30,08,166	3·15	39,05,345	...	—8,97,179	141	50·55
1893 . . .	862·33	9,80,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374	144	49·17
1894 . . .	860·88	9,81,73,789	66,90,648	32,58,414	3·32	45,83,993	...	—13,25,579	149	51·30
1895 . . .	860·88	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	—13,15,356	153	48·49
1896 . . .	860·88	11,05,30,319	63,68,525	29,27,869	2·65	48,27,504	...	—18,99,635	142	54·03
1897 . . .	860·88	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681	138	51·94
1898 . . .	1,067·41	14,67,03,520	68,79,193	33,63,854	2·29	54,23,186	...	—20,59,332	143	51·10
1899 . . .	1,190·16	16,65,90,365	90,73,460	47,21,814	2·83	59,75,853	..	—12,54,039	152	47·96
1900 . . .	1,284·35	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	2,24,836	+ 9,97,577	205	40·56
1901 . . .	1,609·22	21,28,65,061	1,30,77,769	61,48,648	2·89	79,88,163	...	—18,39,515	156	52·98
1902 . . .	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	—16,06,569	170	51·21
1903 . . .	1,815·65	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	—19,20,876	168	54·69
1904 . . .	1,965·68	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	...	+ 45,702	190	49·31
1905 . . .	1,980·47	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,318	6,76,505	+26,95,229	239	45·22
1906 . . .	1,996·50	28,49,48,582	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,86,062	+30,23,411	259	47·49
1907 . . .	2,113·35	30,91,90,534	2,89,80,537	1,48,46,149	4·80	1,08,35,545	8,97,464	+31,13,140	272	48·77
1908 . . .	2,300·86	32,39,77,888	2,71,55,960	1,14,06,971	3·52	1,12,34,518	...	+1,72,453	227	57·99
1909 . . .	2,348·63	33,91,49,381	2,87,72,437	1,31,42,676	3·88	1,16,99,565	2,45,536	+11,97,575	236	54·32

N. B.—Statistics for the periods prior to 1888 will be found in the Report for 1907.

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Gondia to Nagbhir Nagbhir to Nagpur	26-8-04	10-11-08	81·74 66·14	
Lackergunj to Motibagh	...	1-6-09	4·37	
Line at Itwari	...	...	0·82	
Total open mileage	...	...	...	153·07
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—		Probable date.		
Nagbhir to Chanda	26-8-04	July 1910	67·65	
Itwari loop	17-6-08	...	2 55	
Total under construction or sanctioned	...	...	...	70·20
GRAND TOTAL	...	...	...	223·27

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Main head 1 / Sub-heads (*a*) to (*h*). **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Included with the Jubbulpore-Gondia Extension (2′ 6″ gauge,), 1 (c).

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″) gauge—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Nainpur to Gondia		18-4-03	72·66	
Nainpur to Jubbulpore		5-7-04 / 7-4-05 / 15-9-05	67·32	
Branches—				
Nainpur to Garha Mandla	23-1-01	15-2-09	26·40	
Nainpur to Seoni		12-2-04	47·10	
Seoni to Chhindwara		27-7-04 / 1-9-04	40·18	
Chhindwara to Khirsadoh		15-3-06	16·13	
Khirsadoh to Barkuhi		21-3-07	5·60	
Total open mileage ...	...	...	...	275·39
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Khirsadoh to Sirgora	24-6-04	...	8·43	
Balaghat to Katangi	30-12-09	Probable date.	29·57	
Kochwahee to Ramrama		January 1912.	5·50	
Total under construction or sanctioned ...	...	...	...	43·50
GRAND TOTAL ...	.....	.....	...	318·89

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Includes the Gondia-Chanda Extension (2′ 6″ gauge), 1 (b).

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76·95	85,92,012	45,307	20,527	0·24	16	54·69
1904	213·77	1,05,77,313	2,41,318	64,293	0·61	29	73·36
1905	228·77	1,24,70,065	5,09,764	1,27,468	1·02	44	74·99
1906	245·05	1,32,28,634	7,59,895	2,44,105	1·85	60	67·88
1907	250·10	1,34,59,935	10,02,418	3,65,276	2·71	77	63·56
1908	250·10	2,36,27,804	10,91,800	3,14,897	1·33	53	71·16
1909	397·67 / 428·46	2,61,54,689	11,36,743	1,67,544	0·64	53	85·88

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*d*) Mourbhanj railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Rupsa to Baripada Station	18-7-02	20-1-05	Miles. 32·41	Miles. 32·41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·41	6,29,160	31,494	9,444	1·50	20	70·01
1906	32·41	6,76,547	44,825	21,888	3·24	27	51·17
1907	32·41	7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,633	3·98	30	43·62
1909	32·41	7,19,675	55,490	24,269	3·37	33	56·26

1 (*e*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Naupada to Parlakimedi	14-3-98	1-4-00	Miles. 24·62	Miles. 24·62

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908].

History of railways constructed and in progress.

[For Index see page 98.]

Number Main head 1 / Sub-heads (*a*) to (*h*). **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

rlakimedi Light railway (2′ 6″ gauge)— *concld.*

f working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	24·68	7,10,974	17,425	−14,812	...	14	185·00
1903	24·62	7,10,974	16,633	−9,267	...	13	155·71
1904	24·62	7,10,974	20,675	−1,301	...	16	106·29
1905	24·62	7,12,466	27,181	+4,479	0·63	21	83·52
1906	24 62	7,12,466	21,494	−9,702	...	17	145·14
1907	24·62	7,12,602	25,440	−5,877	...	20	123·10
1908	24·62	7,13,374	26,365	+837	0·12	21	96·82
1909	24·62	7,16,528	25,830	+6,961	0·97	20	73·05

1 (*f*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Purulia to Ranchi	13-11-05	15-11-07	72·68	72·68

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.
Ballast.—The line is ballasted with stone and gravel.
Fencing.—Only the important level crossings have posts and chains padlocked.
Curves.—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72·45	34,48,245	54,108	43,404	1·26	112	19·78
1908	72·68	41,71,748	3,43,434	2,27,302	5·45	91	33·81
1909	72·68	47,56,235	3,38,520	1,86,930	3·95	90	44·78

1 (*g*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Raipur to Kurud	3-5-97	10-9-00	31·50	
Kurud to Dhamtari		17-12-00	14·24	
Total main line	.....	.....	...	
Branch—				
Abhanpur to Rajim	.....	15-10-00	11·20	
Total open mileage	.....	.....	...	

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$ BENGAL-NAGPUR RAILWAY SYSTEM—*concld.*

1 (*g*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.
Ballast.—Moorum or sand and stone in a few cuttings.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 409 feet radius, at Raipur station.
Gradients.—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Calendar year. (1)	Table I: Mileage open at end of each year. (2)	Table I: Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Table I: Gross earnings. (4)	Table I: Net earnings. (5)	Table I: Percentage of net earnings on total capital outlay given in column (3). (6)	Table II: Earnings per mile per week. (1)	Table II: Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	56·24	13,69,838	72,339	20,163	1·47	25	72·13
1902	56·24	13,85,968	62,736	14,263	1·03	21	77·27
1903	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906	56·94	14,19,283	1,16,088	57,608	4·06	39	50·38
1907	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908	56·94	14,18,139	1,16,387	46,940	3·31	39	59·67
1909	56·94	14,20,126	1,16,202	41,337	2·91	39	64·43

1 (*h*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Nagpur to Chhindwara	10-2-09	Probable date. December 1910.	Miles. 93·12	Miles.
Khapa branch			4·25	
Total	.....	.....	...	97·37

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—

Chairman—COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.
Secretary—C. CROMMELIN, ESQ.
Offices.—Gloucester House, Bishopsgate Street without, London, E.C.

Lines comprised in the system—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bombay, Baroda and Central India railway {(5′ 6″ gauge) 465·12 / (3′ 3⅜″ gauge) 39·23}	504·35	...	504·35
(*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)	141·14	...	141·14
(*c*) Nagda-Muttra railway (5′ 6″ gauge)	339·35	...	339·35
(*d*) Nagda-Ujjain railway (5′ 6″ gauge)	34·32	...	34·32
(*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)	21·50	...	21·50
(*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)	12·30	...	12·30
(*g*) Tapti Valley railway (5′ 6″ gauge)	155·48	...	155·48
(*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)	33·54	...	33·54
(*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)	54·70	33·91	88·61
(*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)	138·00	...	138·00
(*k*) Jaipur railway (3′ 3⅜″ gauge)	72·84	...	72·84
(*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)	17·28	...	17·28
(*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)	1,778·58	...	1,778·58
(*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)	41·37	...	41·37
(*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	94·48	34·77	129·25
(*p*) Rajpipla railway (2′ 6″ gauge)	37·37	...	37·37
(*q*) *Kosamba-Zankavav railway (2′ 6″ gauge)*	...	26·44	26·44
Total	3,476·60	95·12	3,571·72

Running powers—

Home line over foreign line —

	Miles.
Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	¾·39

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only)	1·90
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dádár Junction to Colába (for goods trains only)	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total	11·38

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number (Main head 2 / Sub-heads (*a*) to (*q*)) **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Colába to Marine lines	May 1856	18-1-70	2·00	
Marine lines to Charni Road	1868	19-6-69	0·75	
Charni Road to Grant Road	Charni Road to Grant Road, May 1863; Grant Road to Dadar, July 1862; Dadar to 50th mile (from Colaba), 1859; 50th mile (from Colaba) to Surat, 1858.	13-9-68	0·75	
Grant Road to Bulsár		23-11-64	121·00	
Bulsár to Navsári		2-9-61	24·25	
Navsári to Sachin		20-5-61	9·25	
Sachin to Surat		18-3-61	9·00	
Surat to Amroli		19-11-60	2·25	
Amroli to Anklesvar		10-2 60	28·75	
Anklesvar to the Nerbudda	1857 and 1859	5-12-60	5·56	
Nerbudda to Broach		22-6-60		
Broach to Baroda		9-1-61	43·75	
Baroda to Dholia		22-4-61	11·25	
Dholia to Mehmadabad and Kaira Road		3-9-62	33·25	
Mehmadabad and Kaira Road to Ahmedabad		21-1-63	17·89	
Ahmedabad to Sábarmati	October 1870	1-1-70	3·75	
Sábarmati to Sánand		24-5-71	13·75	
Sánand to Viramgám (3′ 3½″ *gauge.*)		30-11-71	22·98	
Viramgám to Wadhwán	*24-10-70	*25-5-72	39·23	
Total main line	...	...	...	389·35
Branches—				
Godhra branch—				
Ánand to Dákor	5-11-73	8-4-74	16·75	
Dákor to Rukhyal	...	6-1-75	1·75	
Rukhyal to Hungari	...	6-12-76	9·00	
Hungari to Sevalia	...	29-1-77	4·71	
Sevalia to Godhra	...	26-2-82	17·00	
			49·21	
Pátri branch—				
Khárághoda to Viramgám	13-6-71	12-5-73	22·12	
Godhra-Baroda chord—				
Baroda to Godhra	6-6-02	23-12-03	43·67	
Total branches	...	...	...	115·00
TOTAL OPEN MILEAGE, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY PROPER	...	...	...	504·35
DOUBLE LINE—				
Colába to Marine lines	...	18-1-70	1·91	
Marine lines to Charni Road	...	19-6-69	0·71	
Charni Road to Grant Road	...	13-9-68	1·29	
Grant Road to Máhim	...	20-7-65	5·44	
Máhim to Bandra	...	23-2-66	1·07	
Bándra to Santa Cruz	...	23-5-66	1·83	
Santa Cruz to Andheri	...	29-8-67	2·71	
Andheri to Bháyndar	...	27-4-85	13·33	
Bháyndar to Virár	...	1-10-85	10·34	
Virár to Pálghar	...	1-12-97	19·28	
Pálghar to Dáhánu Road	...	17-1-98	20·37	
Dáhánu Road to Gholvad	...	20-4-00	6·68	
Gholvad to Daman Road	...	18-10-00	23·19	
Daman Road to Bulsár	...	29-1-02	16·44	
Bulsár to Sachin	...	21-4-02	32·90	
Sachin to Kankra Khari	...	4-7-87	6·36	
Kankra Khari to Surat	...	5-6-68	2·72	
Surat to Amroli	...	9-10-67	2·19	
Amroli to Sáyan	...	25-5-98	6·43	
Sáyan to Kim	...	1-10-98	16·33	
Kim to Anklesvar	...	11-12-99	16·16	
Broach to Miyágám	...	15-10 99	25·42	
Miyágám to Itola	...	15-9-97	7·82	
Itola to Baroda	...	7-6-95	10·77	
Bárejadi to Ahmedabad	...	2-6-87	10 21	
TOTAL DOUBLE LINE	...	...	251·90†	

* These are the dates for the original 5′ 6″ gauge line. The dates for the 3′ 3½″ gauge line are 21st April and 14th December 1902.

† Excluding 4·17 miles from Anklesvar to Nerbudda Block station constructed but not opened for traffic.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41½-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Pátri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pátri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contracts—

The railway is worked under the following contracts:—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for the maintenance and working of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905 were worked by the late Guaranteed Company.

15th October 1908 (between the Secretary of State and the Company) relating to the raising of Capital by the issue of debentures or debenture stock.

The general conditions of the contracts are as follows:—

Government aid.—Government to pay interest at 3 per cent per annum on the share and stock capital of £2,000,000 of the new Company. All capital moneys required for the purposes of the Bombay, Baroda and Central India railway, and of the Rajputana-Malwa railway, so long as it shall form part of the undertaking, to be either provided by Government at such rate of interest as will from time to time be agreed upon or raised by the Company by the issue of further capital stock or of debentures or debenture stock on such terms as to interest as will be determined by Government.

Terms of purchase.—The line was purchased from the Bombay, Baroda and Central India Guaranteed Railway Company by the Secretary of State on the 31st December 1905, when all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily with effect from the 1st January 1906, under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract which was executed on the 8th April 1907. The purchase price was fixed at the sum of £11,685,581 and the Secretary of State agreed to create and issue to the Company on the 31st December 1905 India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000.

Method of raising capital.—Under the contract of 15th October 1908, the Secretary of State has agreed to authorize the Company to raise capital required from time to time by the issue of debentures or debenture stock.

Currency of contract.—The contract may be determined by either party on the 31st December 1930 or on the 31st December in any succeeding fifth year by giving to the other party in England twelve calendar months' notice in writing of this intention.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, *i.e.*, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, there will be deducted—

(*i*) the working expenses of the undertaking which may include any single item of capital expenditure classed as a 'New minor work' which is not to exceed the limits laid down for each line subject to a maximum charge on such account of Rs. 2,000 in any half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) the amount by which the gross earnings of the subsidiary lines forming part of the undertaking exceed the sums payable to the Company in respect of the working of the subsidiary lines;

(*iii*) rebate payable to the Tápti Valley, Ahmedabad-Parantij and Ahmedabad-Dholka railways;

(*iv*) payment to the Secretary of State of a sum of Rs. 2,00,00,000 per annum;

(*v*) payment to the Secretary of State of the interest payable on any capital stock or debenture stock created and issued after the 31st December 1905 in excess of £2,000,000 and interest on amounts provided by the Secretary of State for capital expenditure on the Bombay, Baroda and Central India and the Rajputana-Malwa railways after the 31st December 1905.

If the net earnings of the undertaking for any calendar year exceed the payments as detailed above for the same period, the surplus arising from such excess is to be applied in payment of surplus profits to the Company in the following proportions:—

One-tenth part of the total surplus, provided that if the $\frac{1}{10}$th part of the total surplus exceeds in any year ½ per cent on the average amount of the capital stock of the Company in existence during the year then the share of the Company in such surplus will be $\frac{1}{10}$th part of so much surplus as will be required to make the Company's $\frac{1}{10}$th share thereof ½ per cent on the

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number { Main head 2 / Sub-heads (*a*) to (*q*) } **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

Amount of the capital stock and $\frac{1}{15}$th part of the residue of the surplus. The Secretary of State will be entitled to the surplus as will not belong to the Company.

In the event of the Rajputana-Malwa railway ceasing to form part of the undertaking the amount to be paid to the Secretary of State under (*iv*) *ante* shall be reduced from Rs. 2,00,00,000 to Rs. 70,00,000 per annum.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company will be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking.

Statistics of working—

TABLE I.

Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)*	(4)	(5)	(6)	(7)	(8)	(9)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1906	504·35	12,63,16,478	1,99,81,754	1,05,39,688	8·34	72,58,353	3,95,833	+28,85,502
1907	504 35	12,96,92,431	2,10,78,442	1,18.80.851	9·16	71,98,558	4,52,599	+42,29,694
1908	504·35	13,48,94,409	2,04,49 999	97,63.713	7·24	72,93,726	1,50.000	+23,19,987
1909	504·35	14,38,69,493	2,21,36,727	1,17,56,514	8·29	75,19,552	1,52,517	+40,84,445

TABLE II.

Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)
Rs.	
809	47·27
852	43·48
780	52·25
844	46·89

N.B.—Statistics for the periods prior to 1906 will be found in the Report for 1907.

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Godhra to Limkhéra.	29-10-90	16-1-93	25·09	
Limkhéra to Dóhad		7-8-94	19·55	
Dóhad to Rutlam		22-10-94	70·46	
Rutlam to Nágdá	Dec. 1894	11-5-96	26·04	
TOTAL	...	...	...	141·14

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.

Ballast.—The line is ballasted throughout with broken stone and gravel.

Fencing.—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jékót.

Terms of contracts—

This is a State line and is maintained and worked as a part of the Rajputana-Malwa railway under the contracts and conditions embodied in the contract of the 8th April 1907 between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

Included with the Rajputana-Malwa railway, 2 (*m*).

2 (*c*) Nagda-Muttra railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Nágdá to Morak	24-11-04	15-7-07	101·51	
Morak to Kotah City		26-2-08	35·12	
Kotah City to Kotah Junction		1-5-09	3·48	
Kotah Junction to Siwai Mádhopur	1-8-05	1-5-09	67·38	
Siwai Mádhopur to Gangapur City		1-6-09	39·09	
Gangapur City to Hindaun City		1-10-09	26·84	
Hindaun City to Muttra Junction		15-6-09	66 02	
TOTAL	...	...	...	339·35

* Includes State outlay on Patri branch, *viz.*, Rs. 8,08,405.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*c*) Nagda-Muttra railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. and 90-lb. flat-footed steel rails and sâl, deodar and wood sleepers.

Ballast.—Broken stone.

Fencing.—Most of the station yards only are fenced.

Curves.—The sharpest curve is of 1,275 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

This is a State line and is being worked by the Bombay, Baroda and Central India Railway Company, on the basis of actual charges incurred under the different abstracts, plus 5 per cent per annum on the capital value of the Company's rolling-stock lent to this railway. This arrangement is provisional and will hold good until the question of permanent working is settled.

Statistics of working—

Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907 . .	101·00	2,76,57,016	70,180	7,610	0·03	8,09,524	—8,01,914	29	89·16
1908 . .	136·63	3,43,41,804	2,96,751	—37,397	...	10,64,042	—11,01,439	42	112·60
1909 . .	339·35	3,86,01,589	6,16,329	—28,699	...	12,73,908	—13,02,607	35	104·66

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Nágdá to Ujjain	17-12-94	15-7-96	34·32	34·32

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following :—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to the charges for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Gwalior State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Nágdá-Ujjain railway.

Rates and fares.—Conform generally to those in force on the Godhra-Rutlam-Nágdá railway.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number { Main head 2 / Sub-heads (*a*) to (*q*) } **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	34·32	22,29,753	2,51,783	1,20,956	5·42	141	51·96
1901	34·32	22,31,982	1,12,366	67,208	3·01	63	40·19
1902	34·32	22,39,663	1,57,211	85,851	3·83	88	45·39
1903	34·32	22,41,231	1,20,951	62,949	2·81	68	47·95
1904	34·32	22,41,231	1,23,654	66,441	2·96	69	46·27
1905	34·32	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	34·32	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	34·32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43
1909	34·32	22,40,441	2,50,437	1,21,895	5·44	140	51·33

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Anand to Petlád	Dec. 1888	5-5-90	13·17	
Petlád to Tarapur	4-7-99	20-6-01	8·33	...
Total	...	...	...	21·50

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on steel sleepers from Ānand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Ānand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Baroda State and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 5th May 1890 as to charges for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

Agreement of—3rd March 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 5th May 1890.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.— } One year from 27th March 1908, but the operation of the agreements may be extended pending the settlement of the new terms for working which are under consideration.

Power to determine agreement.— }

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—For maintenance and working this railway is charged with the same percentage of gross earnings as may be incurred on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India Railway system, which may include cost of supervision, hire of rolling-stock and any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The cost of making good damages due to extraordinary casualty shall be borne by the Durbar.

Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	13·17	7,52,097	88,481	41,713	5·55	127	52·86
1901	21·50	11,86,381	93,233	51,769	4·36	102	44·47
1902	21·50	11,85,930	1,05,951	56,818	4·79	95	46·37
1903	21·50	11,48,092	98,451	50,289	4·38	88	48·92
1904	21·50	11,46,552	1,20,974	64,876	5·66	108	46·37
1905	21·50	11,31,273	1,40,463	81,966	7·25	126	41·65
1906	21·50	11,30,873	1,39,209	73,634	6·51	124	47·11
1907	21·50	11,30,869	1,66,978	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99
1909	21·50	11,31,692	1,88,042	90,705	8 01	168	51·76

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Tarapur to Cambay	4-7-99	20-6-01	12·30	12·30

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

Terms of contracts—

The line is owned by the Cambay State and worked under the following :—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to charges for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

Agreement of—17th October 1908 (between the Government of the Cambay State and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 17th May 1902.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

No. of Main head 2 / Sub-heads (a) to (g). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Cambay State.

Currency of agreement.— } One year from 1st July 1908, but the operation of the agreement may be extended pending the settlement of the new terms for working which are under consideration.

Power to determine agreement.— }

Terms of working.—The same as in the case of Petlad-Cambay (Ánand-Tarapur) railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay State, and as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	10·92	7,49,676	12,011	5,950	0·79	40	50·46
1902	10·92	7,49,676	25,497	13,622	1·82	45	46·58
1903	10·92	7,49,676	25,151	12,803	1·71	44	49·10
1904	10·92	7,68,728	32,199	17,276	2·25	57	46·35
1905	10·92	8,06,482	33,638	19,603	2·43	59	41·72
1906	12·30	8,11,255	34,531	18,265	2·25	54	47·11
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07
1909	12·30	8,50 220	43,431	20,982	2·47	68	51·69

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Kankra Khari to Vyára	...	1-12-98	35·59	
Vyára to Chinchpáda	...	10-7-99	36 55	
Chinchpáda to Nandurbár	...	8-10-99	25·20	
Nandurbár to Dondaiche	...	11-11-99	21·44	
Dondaiche to Nardána	...	25-11-99	19·78	
Nardána to Amalner	...	15-3-00	16·92	
Total	...	...	...	155·48

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Tápti Valley Railway Company and is worked under the following contracts :—

Contracts of—28th August 1896 (between the Secretary of State and the Tápti Valley Railway Company) / 30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company). } For construction, maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) / 16th January 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company). } Modifying the contract of 30th October 1896 as to the charges for working.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company).
26th August 1907 (between the Secretary of State and the Tápti Valley Railway Company). } For continuance of working.

10th July 1908 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company).
12th November 1908 (between the Secretary of State and the Tápti Valley Railway Company). } As to the payment of increased rebate.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent which, with effect from 1st July 1908 has been increased to 45 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tápti Valley railway, so as to make up an amount together with the net earnings of the railway equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company nor be less than such capital expenditure; or Government may determine them on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working—The general working expenses of the system, excluding the 2′ 6″ gauge lines, are divided in proportion to the gross earnings of the component parts, the Tápti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), which is not to exceed 44 per cent of its gross earnings for the year. The residue of the gross earnings is payable to the Tápti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1898	35·91	82,70,413	2,836	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	18	48·70
1899	138·88	1,21,09,133	2,42,593	...	...	...	...	...		73	47·40
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...		85	47·68
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90		74	43·01
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92		102	43·95
1903	155·48	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03		107	44·00
1904	155·48	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04		81	44·00
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51		125	41·96
1906	155·48	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86		140	44·00
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42		128	44·00
1908	155·48	1,30,99,929	9,98,927	5,59,399	4·27	...	5,59,399	4·27		124	44·00
1909	155·48	1,31,10,300	11,06,564	6,19,676	4·73	...	6,19,676	4·73		137	44·00

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Progress in opening—

ctions of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Sábarmati to Bavla	2-10-01	23-2-03	24·75	
Bavla to Dholka		1-4-03	8·79	
Total	...	...	...	33·54

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—1st February 1901	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to charges for working.	For construction, maintenance and working.
25th March 1902	(between the Secretary of State and the Ahmedabad-Dholka Railway Company).	
18th July 1902	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company)	
17th September 1902	(between the Secretary of State and the Ahmedabad-Dholka Railway Company) modifying the contract of 25th March 1902 as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.	
8th April 1907	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.	
10th July 1908	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company).	As to the payment of increased rebate.
12th November 1908	(between the Secretary of State and the Ahmedabad-Dholka Railway Company).	

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent which, with effect from 1st July 1908, has been increased to 45 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount together with net earnings of the railway equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or on the 30th June in the last year of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—Same as in the case of the Tápti Valley railway.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the Rajputana-Malwa railway.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expsense to earnings.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904	33·50	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905	33·50	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907	33·50	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00
1909	33·54	11,05,286	1,20,149	67,283	6·09	..	67,283	6·09	69	44·00

2 (*i*) (Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Ahmedabad to Talod	January 1896.	1-5-97	32·82	
Talod to Parántij		2-7-97	7·83	
Parántij to Idar Road		23-10-97	14·05	
Total open mileage	...	...	...	54·70
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Idar Road to Brahmakhed	14-5-09	Probable date June 1911.	33·91	33·91
GRAND TOTAL	...	...	...	88·61

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The Ahmedabad-Parántíj railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parántíj Railway Company).
4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company). } For construction, maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda, and Central India Railway Company).
29th January 1902 (between the Secretary of State and the Ahmedabad-Parántij Railway Company). } Modifying the contract of 13th March 1896 as to the charges for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company).
17th September 1907 (between the Secretary of State and the Ahmedabad-Parántíj Railway Company). } For continuance of working and as to charges for working.

2nd October 1908 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working after the Brahmakhed extension is opened.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parántíj railway so as to make up an amount, together with the net earnings of the railway, equal to interest for the year at the rate of 4 per cent at present and 5 per cent after the opening of the Brahmakhed extension, per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or Government may determine them on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Note.—Secretary of State has since agreed, in his Despatch No. 33-Railway of 14th May 1909, to change "31st December 1917" to "31st December 1930" as the first date on which Government can terminate the contract.

Power of Company to surrender contracts.—Nil.

Terms of working.—Same as in the case of the Tápti Valley railway.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897 . . .	54·59	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898 . . .	54·59	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899 . . .	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900 . . .	54·70	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901 . . .	54·70	19,49,355	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902 . . .	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903 . . .	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904 . . .	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905 . . .	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906 . . .	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907 . . .	54·70	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908 . . .	54·70	20,26,012	2,95,664	1,65,572	8·17	...	1,65,572	8·17	104	44·00
1909 . . .	54·70	20,32,797	3,04,884	1,70,735	8·40	...	1,70,735	8·40	107	44·00

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Mehsána to Vadnagar	21-6-86	21-3-87	20·73	
Vadnagar to Kherálu	28-4-87	12-12-88	7·00	
Viramgám to Mehsána	21-1-90	1-2-91	40·21	
Mehsána to Pátan		20-7-91	24·69	
Manund Road to Harij	12-8-05	23-10-08	20·95	
Chanasma to Bechraji			16·63	
Kherálu to Taranga Hill	18-7-06	20-8-09	7·79	
TOTAL .	...	...	...	138·00

Details of construction—

Permanent-way.—Except from mile 3 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41¼-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsána and Kherálu is ballasted with sand, between Kherálu and Taranga Hill with stone, between Manund Road and Harij and between Chanasma and Rechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient on the Kherálu, Viramgám and Pátan sections is 1 in 150, on the Harij section 1 in 200 and on the Bechraji section, 1 in 366.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—17th June 1893 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

Agreement of—16th February 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 17th June 1893.

15th December 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working the Manund Road-Harij and Chanasma-Bechraji lines.

The general conditions are the same as on the Petlád-Cambay railway (Ānand-Tarapur section), 2 (*e*), except that in the case of Manund Road-Harij and Chanasma-Bechraji lines any single item of capital expenditure of Rs. 2,000 or less, subject to a maximum charge of Rs. 20 per mile of line open per half year, shall be charged to Revenue.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	92·63	33,01,950	4,28,545	2,36,754	7·17	89	44·75
1901	92·63	33,48,911	3,92,227	2,15,111	6·42	81	45·16
1902	92·63	33,75,531	3,74,515	1,98,977	5·89	78	46·87
1903	92·63	33,78,132	3,47,083	1,77,466	5·25	72	48·87
1904	92·63	33,95,678	3,82,249	2,04,906	6·06	79	46·39
1905	92·63	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906	92·63	42,78,388	4,20,777	2,24,124	5·25	87	46·74
1907	92·63	50,55,731	4,34,903	2,30,317	4·56	90	47·04
1908	130·21	53,16,404	4,55,749	1,93,026	3·70	88	57·64
1909	138·01	53,43,871	5,57,732	2,56,206	4·79	78	54·06

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Sánganer to Nawai	2-12-97	10-11-05	32·18	
Nawai to Siwai-Mádhopur in the Jaipur State		17-10-07	40·66	
TOTAL	...	...	...	72·84

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contracts—

The railway is owned by the Jaipur State and worked under the following:—

Agreement of—11th September 1906 (between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company) for working.

Railway Board's letter No. 1310 R.T. of 30th October 1907, as to the payment of rebate.

The general conditions are as follows:—

Government aid.—Out of the Government share of the net earnings of the Rajputana-Malwa railway, a rebate is allowed up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of agreement.—The agreement remains current for 2 years from the 17th October 1907, after which period it shall be deemed to continue in force until either party terminates it on giving 12 calendar months' notice expiring on the 30th June or 31st December of any year.

Terms of working.—The railway is debited with a share of the working expenses of the entire Bombay, Baroda and Central India railway system (which may include any single item of capital expenditure not exceeding Rs. 2,000 subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system) in proportion to the total earnings of the Jaipur railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, as far as possible, to conform to those generally in force on the Rajputana-Malwa railway.

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Table I. Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·18	13,20,421	12,299	6,779	0·51	52	44·88
1906	32·18	14,77,188	68,943	36,617	2·48	41	46·89
1907	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35
1909	72·84	24,02,410	1,44,902	68,820	2·86	38	52·51

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Pálanpur to Deesa	20-3-92	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of the line which are laid with 41¼-lb. steel rails. The rails are laid on Denham-Olphert's plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked as a part of the Rajputana-Malwa railway under the following:—

Terms contained in Despatch No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and Despatch No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Pálanpur Durbar. Land was provided free by the Pálanpur Durbar.

Currency of contract.—
Power of Company to surrender contract.
} —See Bombay, Baroda and Central India railway proper 2 (*a*).

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

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Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Pálanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Pálanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

Statistics of working—

TABLE I.											TABLE II.	
Calendar year.	Mileage open at end of each year.	TOTAL CAPITAL OUTLAY INCLUDING SUSPENSE TO END OF EACH YEAR, *i.e.*, OUTLAY ON (*i*) LINES OPEN AND (*ii*) LINES PARTLY OR WHOLLY UNDER CONSTRUCTION.		Gross earnings.	NET EARNINGS.		PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY GIVEN IN COLUMNS (3) AND (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
		Contributed by the Pálanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)
	Miles	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	−4,261	33	44·88
1894	17 28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,993	42	38·35
1895	17 28	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17 28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17 28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	17 28	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·51
1899	17 28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,669	12,036	14,218	6·83	6·10	9,330	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17 28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1.85,000	2.37.069	29.734	7.141	8 181	3·86	3·45	9,432	−1,251	33	48·47
1904	17 :8	1,85,000	2,37,069	29.185	7,280	8,340	3 94	3·52	9,474	−1,134	32	46·48
1905	17 28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1.85.000	2.39.155	40,154	9,862	11.376	5·23	4·76	9,531	+1,345	45	47·11
1907	17·28	1.85.000	2,39.155	42,061	10.266	11.878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1.85,000	2.47.156	45.680	9.097	10.728	4·92	4·34	8,218	+2,515	51	56·60
1909	17·28	1.85.000	2,45,700	53,323	11,757	14,034	6·36	5·71	8,259	+5,775	59	51·63

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 4 per cent per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
RAJPUTANA SECTION—				
			Miles.	Miles.
Main line—				
Delhi to Rewári	1-3-70	14-2-73	51·25	
Rewári to Alwar	14-8-72	15 9-74	46·25	
Alwar to Bandikui		7-12-74	37 75	
Bandikui to Dausa	20-10-71	20-4-74	17·75	
Dausa to Jaipur		12-10-74	38·00	
Jaipur to Phulera		1-3-75	34·25	
Phulera to Ajmer	9-4-73	1-8-75	49·75	
Ajmer to Beáwar		15-5-78	32·25	
Beáwar to Haripúr		12-8-79	21·00	
Haripúr to Sojat Road	4-9-76	20-10-80	20·50	
Sojat Road to Pálanpur		1-1-81	18·00	
Pálanpur to Ahmedabad		15-11-79	83·00	
Total main line, Rajputana section, carried over	...	...	579·75	

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

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Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	579·75	
Branches on Rajputana section—				
Farukhnagar Salt branch	1-3-70	14-2-73	7·75	
Agra branch—				
Bandikui to Bharatpur	20-10-71	20-4-74	60·50	
Bharatpur to Agra Fort		11-8-73	34·14	
Agra Fort to Jumna Bridge (Agra)		1-1-76	1·50	
			96·14	
Sámbhar Lake Salt branch	8-4-73	1-3-75	4·50	
Japog extension	14-7-75	Oct 76	4·50	
Extension of Sambhar branch to Jhowra	15-5-78	20-12-79	17·00	
Kankaroola siding	...	15 2-81	1·25	
Additional salt sidings in the Sambhar lake	...	1-9-91	6·18	
(5′ 6″ gauge) Jumna Bridge (Agra) to Idgah (Agra)	...	1-1-76	3·07*	
Total branches	...	...	140·39	
TOTAL RAJPUTANA SECTION	...	...	...	720·1
MALWA SECTION—				
Main line—				
Khandwa to Sanawad	8-1-72	1-2-74	34·25	
Sanáwad to Mortakka		1-4-74	3·50	
Mortakka to Choral		20-1-75	20·50	
Choral to Mhow		1-1-78	15·69	
Mhow to Indore		3-8-76	13·00	
Indore to Fatehabad Junction	29-10-73	3-8 76	25·23	
Fatehabad Junction to Rutlam		11-7-78	48·75	
Rutlam to Jaora		25-2-80	20·50	
Jaora to Mandsaur	5-10-77	8-4-80	31·75	
Mandsaur to Neemuch		2-7-80	30 25	
Neemuch to Nimbahera		10-3-81	16·40	
Nimbahera to Chitorgarh	30-4-79	19-3-81	17·65	
Chitorgarh to Nasirabad		1-12-81	100·65	
Nasirabad to Ajmer	14-4-74	14-2-76	14·15	
Total main line, Malwa section	...	...	392·27	
Branch on Malwa section—				
Ujjain branch—				
Fatehabad to Ujjain	29-10-73	3-8-76	12·00	
Ujjain branch extension across the Sipra river to Ujjain city	6-12-82	1-3-84	2·88†	
Total branch	...	...	14·88	
TOTAL MALWA SECTION	...	...	...	407·15
CAWNPORE-ACHNERA SECTION—				
Main line—				
Cawnpore Mill Line	...	April 1909	2·34	
Cawnpore to Kanauj	13-10-78	15-12-80	49·51	
Kanauj to Farukhabad		1-2-81	36·50	
Farukhabad to Kásganj	13-7-82	14-4-84	66 78	
Kásganj to Háthras Road		1-7-84	34·00	
Háthras Road to Muttra Cantonment	April 1874	19-10-75	30 66	
Jumna bridge	July 1882	1-7-84	1·00	
Muttra Cantonment to Achnera	Feb. 1880	1-11-81	22·33	
Total main line, Cawnpore-Achnera section	...	...	243·12	
Branches on Cawnpore-Achnera section—				
Brahmavart branch	18-3-84	10-11-85	5 00	
Brindaban branch	4-5-88	26-8-89	7·32	
Total branches	...	...	12·32	
TOTAL CAWNPORE-ACHNERA SECTION	...	...	...	255·44
REWÁRI-BHÁTINDA-FÁZILKA SECTION—				
Main line—				
Rewári to Hissar	13-9-81	20-3-83	89·00	
Hissar to Sirsa	8-10-82	1 1 84	50 50	
Sirsa to Kot Kapúra		1-10-84	‡73·27	
Kot Kapúra to Fázilka		1-1-85	50·00	
TOTAL REWÁRI-BHÁTINDA-FÁZILKA SECTION	...	...	...	262·77
Rewári-Phulera Chord—				
Rewári to Narnaul	20-1-01	11-12-04	32·55	
Narnaul to Phulera		15-5-05	100·53	
Total Rewári-Phulera Chord	...	...	...	133·08
TOTAL, RAJPUTANA-MALWA RAILWAY PROPER	...	...	...	1,778·58
DOUBLE LINE, RAJPUTANA SECTION—				
Agra Fort to Idgah Junction (Agra)	...	11-8-73	1·14	
Second track at Delhi	...	25-12-02	1.78	
Total double line	...	...	2·92	

* Of this, the length on the Jumna bridge is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
† Includes 2·10 miles, 5′ 6″ gauge, from Sipra Junction to station, opened in 1899.
‡ Of this 26·28 miles, between Bhátinda and Kot Kapúra, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

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Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ · BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewári-Phulera Chord, 462·98 miles; Rewari-Bandikui-Phulera loop, 173·76 miles, and branches, 93·34 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97·85 miles, and branch 2·17 miles; (3) Cawnpore-Achnera section, main line, 145·47 miles and Brindaban branch, 3·71 miles; and (4) Rewári-Fázilka section, 112·68 miles including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the Malwa section between Khandwa and Kálakhund where it is 1 in 100 and between Kálakhund and Pátal Páni where it is 1 in 40.

Terms of contracts—

The Rajputana-Malwa and Godhra-Rutlam-Nagda railways are worked together as one undertaking under the following contract:—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

For general conditions, see Bombay, Baroda and Central India railway proper, 2 (*a*).

Statistics of working—

TABLE I.								TABLE II.	
								INCLUDES THE GODHRA-RUTLAM NAGDA RAILWAY, 2 (*b*).	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 . .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·35	65,99,940	...	+81,43,590	281	47·35
1907 . .	1,919·20	16,85,93,587	2,87,22,171	1,43,93,902	8·54	53,09,963	...	+90,83,939	288	49·89
1908 . .	1,918·54	17,04,83,727	2,47,43,850	94,10,603	5·33	60,67,222	...	+33,43,381	249	61·97
1909 . .	1,919·72	18,04,84,544	2,51,98,999	1,08,98,636	6·04	61,19,498	...	+47,79,138	252	56·75

N. B.—Statistics for the periods prior to 1906 will be found in the Report for 1907.

2 (*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Vijapur to Kálol	23-5-99	10-6-02	29·44	
Kálol to Kadi	29-3-01	13-7-03	11·93	
Total .	...	...	...	41·37

Details of construction—

Permanent-way.—16 miles are laid with 41¼-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

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2 (*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

Agreement of—3rd March 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 23rd November 1903.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.—One year from 1st July 1908, but the operation of the agreements may be extended pending the settlement of the new terms for working which are under consideration.

Power to determine agreement.—Nil.

Terms of working. } The same as in the case of Petlad-Cambay (Ánand-Tarapur) railway, 2 (*e*).
Rates and fares. }

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4).	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	29·44	10,47,188	19,514	9,227	0·88	23	52·72
1903	41·37	11,84,246	56,916	28,782	2·43	31	49·43
1904	41·37	13,35,402	74,572	40,083	3·00	35	46·25
1905	41·37	13,19,586	37,131	50,496	3·83	40	42·05
1906	41·37	13,24,825	95,660	50,648	3·82	44	47·05
1907	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908	41·37	13,12,860	1,20,643	51,999	3·96	56	56·90
1909	41·37	13,08,338	1,17,211	56,498	4·32	54	51·80

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Miyágám to Dabhoi	21-3-72	8-4-73	20·00	
Dabhoi to Chándod	27-11-77	15-4-79	10·62	
Dabhoi to Sankheda Bahadarpur		17-9-79	9·64	
Dabhoi to Goya Gate	29-1-79	1-7-80	17·10	
Goya Gate to Vishvámitri		24-1-81	1·63	
Sankheda Bahadarpur to Bodeli	Sept 1888	16-6-90	12·77	
Vishvámitri to Pádra	28-8-95	1-7-97	7·14	
Pádra to Mobha	18-1-02	10-7-03	9·20	
Mobha to Kunjat	24-1-03	1-11-04	6·48	
TOTAL OPEN MILEAGE	...	...	...	94·48
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—		Probable date.		
Motipura to Kaletia	5-1-09	...	12·50	
Ghantoli to Sougir			2·25	
Miyágám to Sinor	22-1-09	June 1910	20·02	
TOTAL UNDER CONSTRUCTION OR SANCTIONED	...	...	...	34·77
GRAND TOTAL	...	...	...	129·25

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is ballasted chiefly with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

APPENDIX 9—*contd.*

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2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—*concld.*

Terms of contracts—

The line is owned by the Baroda State and worked under the following—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December in any year.

Terms of working.—The Company work the railway at actual cost, *plus* 12½ per cent of total working expenses (but not less than Rs. 500 per mensem nor more than an average of Rs. 800 per mensem in the half-year) for superintendence.

Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and, as far as possible, must conform generally to those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1900	78·80	21,17,528	2,35,281	61,606	2·91		57	73·82
1901	78·80	21,14,302	2,53,936	73,427	3·47		62	71·08
1902	78·80	22,53,598	2,22,573	76,367	3·39		54	65·69
1903	88·00	23,60,528	2,60,550	7,467	0·32	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.	60	97·13
1904	94·49	24,61,882	2,98,906	1,26,426	5·13		65	57·70
1905	94·49	24,72,909	3,72,467	2,04,004	8·25		76	45·23
1906	94·48	24,75,537	3,94,817	1,78,665	7·22		80	54·75
1907	94·48	25,62,795	4,69,515	2,62,120	10·23		95	44·17
1908	94 48	25,94,874	4,66,069	2,44,526	9·42		95	47·53
1909	91·48	25,99,530	4,98,182	2,81,813	10·84		101	43·43

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

2 (*p*) Rajpipla railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Anklesvar to Raj-Pardi	Oct. 1894	1-7-97	19·03	
Raj-Pardi to Umalla	Feb. 1898	19-1-99	4·95	
Umalla to Amletha		1-6-99	7·85	
Amletha to Nándod		20-7-99	5·54	
TOTAL	...	...	...	37·37

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The line is owned by the Rajpipla State and is worked under the following :—

Agreement of—19th March 1900 (between the Rajpipla State and the Bombay, Baroda and Central India Railway Company).

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.*

2 (*p*) Rajpipla railway (2′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Agreement of—9th August 1909 (between the Rajpipla State and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 19th March 1900.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla State.

Currency of agreement.—The agreement may be terminated by either party at the end of any calendar half-year on one year's notice from either side.

Terms of working.—The Rajpipla State is debited with the actual cost of working; and in addition a contribution to the Provident Fund from the net earnings of the Rajpipla railway, calculated on the same basis as obtains on the Bombay, Baroda and Central India railway under rules 3, 7 and 8 of the Provident Fund rules of the latter railway; and 12½ per cent on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla State and to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	37·37	13,10,159	49,463	12,139	0·93	25	75·46
1901	37·37	13,06,822	47,182	10,487	0·80	24	77·77
1902	37·37	13,05,415	38,726	10,131	0·78	20	73·84
1903	37·37	13,04,281	44,830	10,674	0·82	23	76·19
1904	37·37	13,04,522	49,207	16,890	1·29	25	65·68
1905	37·37	13,04,522	62,017	28,194	2·16	32	54·54
1906	37·37	13,04,867	67,137	32,526	2·49	35	51·55
1907	37·37	13,51,850	80,183	42,829	3·17	41	46·59
1908	37·37	13,53,352	81,269	27,482	2·03	42	66·18
1909	37·37	13,61,118	83,439	28,888	2·12	43	65·38

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

2 (*q*) Kosamba-Zankavav railway (2′ 6″ gauge)—

The line will be 26·44 miles long. Its construction by the Bombay, Baroda and Central India Railway Company from funds provided by the Gaekwar of Baroda was sanctioned in 1907.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Kósambá to Zankavav	18-10-07	Probable date October 1910.	26·44	26·44

CALCUTTA PORT COMMISSIONERS' RAILWAY (5′ 6″ gauge)—

The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by them. It extends from Cossipore Gun Foundry Road to Kidderpore Docks, Chetla; and from Telkul Ghât *viâ* Bhurpara Khal to Shalimar on the Howrah Foreshore. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government. The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts and is used for goods traffic only. The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5'6" gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Bagh Bazar to Cossipore	...	1-6-78	1·14	
Bagh Bazar to Meerbohur Ghât	...	1-11-75	1·76	
Meerbohur Ghât to Jetties	...	1-6-78	0·84	
Jetties to Chandpal Ghât	...	1-12-80	0·32	
Chandpal Ghât to Kidderpore Docks (Graving Dock)	...	1-1-87	2·16	
Graving Dock to Chetla	...	1893	3·20	
Graving Dock to Majerhaut	...	1893	2·34	
Dock Junction to B. N. Railway Junction	...	1901	1·35	
Total main line	...	...	...	13·11
Shalimar branch—				
Telkul Ghât *vid* Bhurpara Khal to Shalimar	...	31-12-1901	...	2·23
TOTAL OPEN MILEAGE	...	...	...	15·34

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails weighing 60 lbs. to the yard on Maclellan's patent sleepers and sâl sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron ordinary chairs spiked on sâl sleepers. The Dock section is laid with 60-lb. and 70-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on one side only.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient is 1 in 300.

Terms of contract.—

Nil. The line is owned and worked by the Port Commissioners.

Statistics of working.—

Not available.

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. EASTERN BENGAL STATE RAILWAY SYSTEM—

Lines comprised in the system.—The Eastern Bengal State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Eastern Bengal State railway (5' 6" gauge)	507·23	7·38	514·61
(*b*) Eastern Bengal State railway (3' 3⅜" gauge)	940·83	29·00	969·83
(*b*) Eastern Bengal State railway (2' 6" gauge)	55·03	...	55·03
(*c*) Mymensingh-Jamalpur-Jagannathganj railway (3' 3⅜" gauge)	54·55	...	54·55
(*d*) Cooch Behar railway (2' 6" gauge)	33·60	...	33·60
Total	1,591·24	36·38	1,627·62

Running powers—

Foreign line over home line :—

			Miles.
East Indian railway	Naihati to Majherat	for goods trains only	31·00
	Canal Junction to Chitpore		1·75
			32·75

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 93.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
EASTERN SECTION—			Miles.	Miles.
Main line—				
Calcutta to Ranaghat	16-4-59	29-9-62	45·25	
Ranaghat to Jagati Junction		15-11-62	61·83	
Jagati Junction to 145th mile	1865-66	1-1-71	37·82	
Total main line	...	...	144·90	
Branches—				
Jagati Junction to river Ganges (*Kushtia branch*)	...	16-2-64	3·77	
Kushtia loop line	...	1-8-81	1·17	
Canal Junction to Chitpore (*Chitpore branch*)	12-4-73	25-8-73	1·88	
Portion in Chitpore yard for goods traffic	...	13-4-88	0·12	
Mile 145 to Panchooria Junction	...	1-4-90	3·16	
Panchooria Junction to new Goalundo	...	22-10-98	6·38	
Panchooria Junction to Shivarampore	Feby. '97	20-10-98	8·77	
Shivarampore to Faridpur		9-4-99	7·43	
Belgachhi to the Ganges	Feby. '96	27-10-98	2·23	
Churni Extension	...	1-1-02	1·50	
Extensions to Chitpore Terminus (Belgachhi bridge to Cossipore)	Mar. '01	1-3-03	0·68	
		1-9-03	0·98	
Kakurgachi Chord—				
Kakurgachi Road to Gobra	19-2-02	1-7-07	4·51	
Durgapur Ghat line	6th Nov. '02	1-2-07	2·26	
Poradaha branch—				
Poradaha to Bhairamara	4-4-76	19-1-78	11·79	
Bhairamara to Golabnuggur (Damukdia)	22-9-83	8-12-83	7·41	
Golbathan Extension	...	1-1-02	2·28	
Murshidabad branch—				
Ranaghat to Bhagwangola	23-9-03	1-9-05	88·85	
Bhagwangola to Krishnapur		10-11-05	5·90	
Krishnapur to Lalgola Ghat	...	15-7-07	2·75	
Total branches	...	...	163·82	
TOTAL, EASTERN SECTION	...	...	...	308·72
SOUTHERN SECTION—				
Main line—				
Calcutta to Champahati	...	2-1-62	15·00	
Champahati to Port Canning	...	15-5-63	12·79	
Junction with Eastern section	...	15-8-85	0·41	
Bansra diversion extension	...	17-11-02	1·00	
Total main line	...	...	29·20	
Branches—				
Diamond Harbour branch—				
Sonarpur to Baruipur	9-9-80	10-6-82	5·30	
Baruipur to Magra Hat		18-12-82	9·55	
Magra Hat to Diamond Harbour	...	25-4-83	12·69	
Diamond Harbour towards Hara Fort	...	25-4-83	0·42	
			27·96	
Budge-Budge branch—				
Ballygunge to Budge-Budge	Nov. '88	1-5-90	13·66	
Total branches	...	...	41·62	
TOTAL, SOUTHERN SECTION	...	...	...	70·82
Total, carried over	...	...	...	379·54

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	...	379·54
CENTRAL SECTION—				
Main line—				
Dum-Dum Junction to Dattapukur	Mar. 1881	2-4-83	14·25	
Dattapukur to Gobardanga		7-12-83	17·00	
Gobardanga to Bongong		22-4-84	12·00	
Bongong to Khoolna		16-2-84	61·26	
Total main line	...	...	104·51	
Branch—				
Ranaghat to Bongong	Mar. 1881	16-10-82	20·50	
Dum-Dum Cantonment to Pattipooker		1-8-04	2·68	
Total branches	...	...	23·18	
Total, Central section	...	...	...	127·69
TOTAL EASTERN BENGAL STATE RAILWAY, 5′ 6″ GAUGE	...	...	...	507·23
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Lower Ganges bridge at Sara	10-12-08	...	...	7·38
GRAND TOTAL	...	...	...	514·61
DOUBLE LINE, EASTERN AND SOUTHERN SECTIONS—				
Calcutta to Naihati	July '84	1-8-86	*20·10	*
		21-3-87	0·26	
Naihati to Kanchrapara	May '91	20-4-92	4·69	
Kanchrapara to Ranaghat	Oct. '91	12-11-92	17·56	
Ranaghat to Aranghata	Dec. '95	7-8-97	5·50	
Aranghata to Bogoola		17-9-97	6·75	
Bogoola to Shibnibash		3-11-97	6·65	
		17-11-98	0·75	
		29-11-09	0·15	
Shibnibash to Dursuna		17-9-97	9·50	
Dursuna to Poradaha		7-8-97	27·58	
		27-11-09	0·24	
Canal Junction to Chitpore		13-4-88	1·88	
Kankoorgachi to Gobra	6-11-02	1-2-07	2·26	
Sealdah to Ballygunge	July '86	20-10-88	3·50	
		19-9-90	0·36	
Ballygunge to Dock Junction	Nov. '89	20-11-93	4·00	
TOTAL DOUBLE LINE EASTERN AND SOUTHERN SECTIONS	...	...	111·73	
QUADRUPLE LINE—				
Kankoorgachi to Dum Dum	13-7-01	1-2-07	3·13	

Details of construction—

Permanent-way.—The double line portion of the Eastern section is laid with steel rails throughout. On both the up and down roads between Calcutta and Naihati the permanent-way consists of 85-lb. bull-headed steel rails laid on Denham-Olphert's cast iron sleepers, with wooden sleepers at the joints. From Naihati to Ranaghat both the roads have been relaid with 90-lb. flat-footed steel rails on wooden sleepers except a few short lengths laid on cast iron sleepers. Above Ranaghat and up to Poradaha where the double line ends the down line is laid with 75-lb. double-headed rails on cast iron sleepers, while the up road has 90-lb. flat-footed on timber sleepers as far as mile 70 and beyond this 73 and 75-lb. double-headed rails on Denham-Olphert's sleepers. The single line portion of the Eastern section is chiefly laid with 75-lb. double-headed steel rails, but on the Damukdia branch there is about 12 miles of 73-lb. rails. The sleepers on the single line and the Damukdia branch are chiefly cast iron Denham-Olphert's pattern. The Faridpur branch and a few short branches near the ghât stations at Goalundo and Damukdia are still laid with 68-lb. and 72-lb. double-headed iron rails. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on wooden sleepers. The Churni branch has been relaid with second-hand flat-footed rails.

The double line portion of the Southern section and the Budge-Budge branch are laid with 85-lb. bull-headed steel rails, the greater part on cast iron sleepers; the single line portion of the section including the Diamond Harbour branch, is laid with 73-lb. double-headed steel rails. The line from Sonarpur to Canning is laid with wooden sleepers, but the rest of the section has Denham-Olphert's sleepers.

* Excluding the quadruple length.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 9.8]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

The first 49 miles of the Central section from Dum-Dum Junction station has been relaid with 90-lb. flat-footed steel rails on wooden sleepers and the relaying operations are still in progress. The rest of the line is laid with 62-lb. flat-footed steel rails on timber sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning line and the Faridpur branch are practically unballasted.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working—

TABLE I. | TABLE II.

Includes the Eastern Bengal State railway 3′ 3⅜″ and 2′ 6″ gauge sections, 3 (b).

Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 . .	673·21	9,36,48,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,011	+6,30,669	283	47·47
1889 . .	746·40	9,73,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,43,953	+11,28,969	282	44·60
1890 . .	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+11,60,063	271	47·12
1891 . .	776·57	10,19,64,737	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+13,82,736	294	48·47
1892 . .	812·35	10,48,66,143	1,15,56,446	62,33,727	5·94	33,53,707	21,86,396	+ 6,93,624	270	46·06
1893 . .	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,88,241	22,14,254	+10,32,643	283	44·94
1894 . .	812·96	10,61,71,400	1,40,15,726	83,53,559	7·87	34,72,411	25,21,063	+23,60,085	314	40·40
1895 . .	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+29,51,494	328	38·15
1896 . .	814·39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+31,40,001	344	40·31
1897 . .	817·88	11,51,93,689	1,47,62,233	80,66,993	7·00	37,20,343	22,13,438	+21,33,212	336	45·35
1898 . .	827·37	11,82,79,103	1,47,17,879	83,35,064	7·05	38,62,725	21,01,651	+23,70,688	334	43·37
1899 . .	832·18	12,20,74,261	1,56,12,436	83,01,083	6·80	39,79,133	20,83,534	+22,38,416	348	46·83
1900 . .	843·04	12,62,77,100	1,71,00,460	92,46,424	7·32	41,82,033	20,87,252	+29,77,139	376	45·93
1901 . .	854·39	13,24,19,708	1,65,99,440	83,08,281	6·27	43,55,321	20,93,467	+18,59,493	360	49·95
1902 . .	893·18	14,04,06,863	1,78,93,098	91,48,340	6·52	46,69,423	20,88,413	+23,90,504	381	48·87
1903 . .	897·87	15,21,86,102	1,81,52,429	88,57,094	5·82	50,13,835	20,87,434	+17,56,325	375	51·20
1904 . .	971·31	16,55,23,769	1,94,63,098	88,23,372	5·33	54,62,375	20,87,434	+12,39,966*	374	54·67
1905 . .	1,234·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+16,08,546	348	52·78
1906 . .	1,271·29	20,23,66,593	2,46,31,081	1,06,08,661	5·24	68,54,092	20,87,434	+16,67,135	360	56·93
1907 . .	1,273·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	63,94,610	20,87,434	+18,33,737	389	61·17
1908 . .	1,274·47	22,87,26,095	2,73,15,420	81,99,105	3·58	70,30,092	20,87,434	—9,18,421	412	69·98
1909 . .	1,503·09	24,27,44,601	2,77,24,064	97,10,666	4·00	73,15,941	20,87,434	+3,07,291	355	64·97

N.B.—Statistics for the periods prior to 1888 will be found in the Report for 1907.

3 (*b*) Eastern Bengal State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
NORTHERN SECTION—				
Main line—				
Sara to Atrai	12-2-74	19-1-78	38·75	
Atrai to Jalpaiguri		28-8-77	134·25	
Jalpaiguri to Siliguri		10-6-78	23·85	
Total main line, carried over	...	...	196·85	

* Excluding Rs. 33,597 representing payment made to the Brahmaputra-Sultanpur Branch Railway Company up to 1st April 1904, on account of surplus profits and other adjustments.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d).}}$ **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*b*) Eastern Bengal State railway (3′ $3\frac{3}{8}$″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward—Total main line, Northern section	...	...	193·5	
Branches—				
Brahmaputra-Sultanpur Branch—				
Santahar to Bogra	Oct. '96	1-4-99	24·50	
Bogra to Mahimaganj		5-4-00	22·02	
Mahimaganj to Bonarpara		1-8-00	4·60	
Bonarpara to Fulchhari		1-9-00	8·25	
Total	...	...	59·37	
Rungpore branch—				
Parbatipur Junction to Shampur	...	19-5-78 20-7-06	15·25 0·49	
Shampur to Rungpore	12-2-74	2-7-78	7·50	
Rungpore to Kaunia	...	1-6-79	11·25	
Total	...	...	34·49	
Kaunia-Bonarpara extension—				
Kaunia to Bonarpara	17-7-03	1-7-05	44·47	
Dinagepore branch—				
Parbatipur to Chirir Bandar	23-11-81	1-7-83 10-2-07	9·92 0·09	
Chirir Bandar to Dinagepore		16-5-84	8·75	
			18·76	
Total branches	..	...	157 09	
Total, Northern section	...	...	...	353·94
BEHAR SECTION—				
Main line—				
Manihari to Katihar	...	1-4-87	20·23	
Katihar to Rayganj	...	1-7-89	37·49	
Rayganj to Dinagepore	...	15-2-88	32·68	
Junction with the Bengal and North-Western railway at Katihar	...	8-3-01	0·69	
Total main line	...	...	91·09	
Branches—				
Kosi branch—				
Katihar to Kasba	...	1-4-87	22·10	
Kasba to Forbesganj		1-7-89	37·97	
			60·07	
Forbesganj to Jogbani	27-6-05	15-2-09	7·40	
Barsoi-Kissengunge branch—				
Barsoi to Kissengunge	June '91	15-12-92	35·11	
Total branches	...	...	102·58	
TOTAL BEHAR SECTION	...	...	...	193·67
Total carried over	...	...	...	547·61

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*b*) Eastern Bengal State Railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Brought forward	...	...	Miles. ...	Miles. 547·61
Katihar-Godagari extension—				
Katihar to Godagari	8-7-04	1-1-09	...	107·39
DACCA SECTION—				
Narayanganj ghat to Dacca	11-8-82	4-1-85	10·25	
Dacca to Jaydebpur		1-8-85 28-2-09	19·65 0·45	
Jaydebpur to Gafargaon		1-8-85	32·50	
Gafargaon to Mymensingh		1-8-85	23·52	
TOTAL, DACCA SECTION	...	...	...	86·37
KAUNIA-DHUBRI SECTION—				
Kaunia to Teesta Junction (Teesta bridge and approaches)	6-3-97	1-4-01	4·42	
Teesta Junction to Mogalhat	Sept. '99	1-4-01	12·50	
Mogalhat to Gitaldaha Junction		2-1-02	1·86	
Gitaldaha Junction to Dhubri		23-9-02	37·93	
TOTAL, KAUNIA-DHUBRI SECTION	...	...	...	56·71
Gauhati extension—				
Golokganj to Kokrajhar	9-12-02	1-2-06	35·75	
Kokrajhar to Sorbhog		1-3-09	39·73	
Sorbhog to Amingaon (on the right bank of the Brahmaputra)		1-4-09	67·27	
TOTAL, GAUHATI EXTENSION	...	...	...	142·75
TOTAL EASTERN BENGAL STATE RAILWAY, 3′ 3⅜″ GAUGE	...	...	...	940·83
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Pandu (on the left bank of the Brahmaputra) to Gauhati	31-10-02	1-1-10	5·00	
Rangiya to Tangla	14-12-09	...	24·00	29·00
GRAND TOTAL	...	...	...	969·83

Details of construction—

Permanent-way.—The permanent-way on the whole of the 3′ 3⅜″ gauge section is 50-lb. flat-footed steel rail on timber sleepers, except between Manihari Ghat and Katihar and Jogbani, Golokganj and Dhubri and last 23 miles of Barsoi-Kissengunge branch where it is 41¼-lb. flat-footed steel and the Dacca section where 6 miles are 64-lb. double headed steel and the remainder 41¼-lb. flat-footed steel.

Ballast.—The whole of the line, except the portion from Golokganj Junction to Dhubri, and Forbesganj to Jogbani is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri, Dacca to Mymensingh and Forbesganj to Jogbani.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with 5′ 6″ gauge section, 3 (*a*).

3 (*b*) Eastern Bengal State railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal State railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned. The British section of the Santrabari extension of the Cooch Behar State railway is under conversion into 3′ 3⅜″ gauge.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 3}}{\text{Sub heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal State railway (2′ 6″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Ranaghat-Krishnagar branch—				
Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar	Dec. 1895	5-4-99	...	20·25
Teesta-Kurigram branch—				
Teesta Junction to Kurigram	...	18-7-81	...	14·99
Santrabari extension of the Cooch Behar State railway (British section)—				
South Bank of Kaljani river to Alipur Duar	Dec. '97	18-1-00	0·64	
Alipur Duar to Raja Bhat Khawa		5-4-00	9·97	
Raja Bhat Khawa to Jainti		1-2-01	9·18	
TOTAL, SANTRABARI EXTENSION OF THE COOCH BEHAR STATE RAILWAY (BRITISH SECTION)	...	...	...	19·79
TOTAL EASTERN BENGAL STATE RAILWAY, 2′ 6″ GAUGE	...	...	...	55·03

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl. On the Santrabari extension the rails are flat-footed iron, 40 lbs. per yard and flat-footed steel, 41¼ lbs. per yard, laid on sâl sleepers.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is ballasted with stone.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, but there is a short grade of 1 in 50 near the terminus (Jainti).

Terms of contracts—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with 5′ 6″ gauge section, 3 (*a*).

3 (*c*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal State railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Mymensingh to Singhjani	Novr. '96	15-10-98	33·07	
Singhjani to Jagannathganj		15-10-99	21·48	
TOTAL	...	...	...	54·55

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,864 feet radius.

Gradients.—The ruling gradient is 1 in 300.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*c*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal State railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal State railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent per annum on the actual capital expenditure. Land was provided free of charge.

Currency of contracts.—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent, nor being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which are included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal State railway.

Statistics of working—

TABLE I.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal State railway.	Total income.	Percentage of total income on total capital outlay given in column (3).
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	
1898	33·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40
1899	53·37	16,11,218	66,499	36,575	2·27	...	36,575	2·27
1900	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74
1901	53·37	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43
1902	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94
1903	52·70	23,28,917	2,22,825	1,24,993	5·37	...	1,24,993	5·37
1904	51·37	23,51,113	2,21,168	1,18,336	5·03	...	1,18,336	5·03
1905	50·69	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98
1906	53·22	24,15,248	2,72,969	1,50,030	6·21	...	1,50,030	6·21
1907	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50
1908	53·91	24,50,870	3,94,866	2,17,176	8·86	...	2,17,176	8·86
1909	54·55	24,84,174	3,80,917	2,09,504	8·43	...	2,09,504	8·43

TABLE II.

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(1)	(2)
	Rs	
1898	27	45·00
1899	35	45·00
1900	58	45·00
1901	60	45·00
1902	74	45·00
1903	82	43·90
1904	81	43·79
1905	81	45·19
1906	103	45·03
1907	122	45·00
1908	141	45·00
1909	134	45·00

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Gitaldaha to Manshahi Junction	28-9-91	15-9-93	18·82	
Manshahi Junction to the town of Cooch Behar	30-8-95	15-12-98	3·22	
Torsa bridge	...	16-5-00	0·11	
Total main line	...	...	...	22·15
Cooch Behar-Santrabari extension (Native State section)—				
Cooch Behar to temporary Alipur Duar (Kholta)	20-12-97	15-4-99	10·96	
Temporary Alipur Duar (Kholta) to the south bank of the Kaljani river		18-1-00	0·49	
Total Branch	...	...	...	11·45
GRAND TOTAL	...	...	...	33·60

***N. B.*—Since the close of the year 1909 the line between Gitaldaha junction and Cooch Behar has been converted to 3′ 3⅜″ gauge.**

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (}a\text{) to (}d\text{)}}$. EASTERN BENGAL STATE RAILWAY SYSTEM—*concld.*

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid for 18·50 miles with 25-lb. and for 2·00 miles with 41¼-lb. steel rails on sâl and pynkado sleepers. The remaining 13·10 miles are laid with 40-lb. iron rails on sâl sleepers. All rails are flat-footed.

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Cooch Behar railway is worked under the following agreement :—

Agreement—of 25th February 1907, having effect from the 1st January 1907, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the Cooch Behar State.

Currency of agreement.—The agreement come into force on and from 1st January 1907 and shall be subject to revision from time to time, and shall remain in force until the expiration of six months' notice from either side.

Terms of working.—The Eastern Bengal State railway to receive 40 per cent of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal State railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal State railway will receive and retain up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New minor works' up to the limit of Rs 30 per mile per annum.

Rates and fares.—The Eastern Bengal State railway administration have full control over rates and fares.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	33·78	12,83,906	94,792	51,602	4·02	50	45·56
1901	33·78	13,94,923	1,27,596	74,667	5·35	72	41·48
1902	33·60	13,95,766	1,24,741	74,452	5·33	71	40·31
1903	33·60	14,91,329	1,42,540	83,834	5·62	82	41·19
1904	33·60	14,71,331	1,47,575	86,996	5·91	84	41·05
1905	33·60	14,82,893	1,48,488	86,233	5·82	85	41·20
1906	33·60	14,87,786	1,68,754	77,815	5·23	97	53·89
1907	33·60	15,20,857	1,79,263	91,484	6·01	103	48·97
1908	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·48
1909	33·60	17,71,553	1,91,077	1,39,144	7·85	109	27·17

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number Main head 4 / Sub-heads (*a*) to (*d*). **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Secretary.—Charles W. Young, Esq.
Offices.—Nicholas Lane, London, E. C.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,212·07	218·95	2,431·02
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	162·36	30·00	192·36
(*c*) South Behar railway (5′ 6″ gauge)	79·19	...	79·19
(*d*) Tarkessur railway (5′ 6″ gauge)	22·21	...	22·21
Total	2,475·83	248·95	2,724·78

Running powers—

	Miles.
Home line over Foreign lines :—	
Idgah Agra to Agra Fort, Rajputana-Malwa railway, for goods trains only	1·24
Naihati to Majherat, Eastern Bengal State railway } for goods trains only	31·25
Canal Junction to Chitpore „ „ } for goods trains only	1·75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand State railway, for certain passenger trains only	10·00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1·46
Total	45·70
Foreign lines over Home line :—	
Bengal-Nagpur railway at Katni }	0·30
„ „ „ at Katrasgarh } for passenger and goods trains	0·66
„ „ „ at Asansol }	0·50
„ „ „ at Howrah for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile	1·49
„ „ „ at Katni for goods trains only	0·38
„ „ „ at Manikpur } for passenger and goods	0·63
North Western and Oudh and Rohilkhand State railways, Ghaziabad to Delhi } trains.	13·00
Total	17·96

4 (*a*) East Indian railway proper (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Howrah to Hooghly	}	15-8-54	23·23	
Hooghly to Pundooah		1-9-54	14·31	
Pundooah to Khana junction	January '51	3-2-55	36·94	
Khana junction to Raneegunge	}	3-2-55	45·71	
Raneegunge to Siarsol near (Asansol)	...	21-7-63	1·70	
Siarsol (near Asansol) to Sitarampur	...	1-1-65	15·15	
Sitarampur to Luckeeserai junction	Feby. '66	1-1-71	124·64	
Luckeeserai to Dinapore		17-11-62	82·42	
Dinapore to Moghal Sarai		22-12-62	125·92	
Moghal Sarai to Mirzapur		1-1-64	39·28	
Mirzapur to south bank, Jumna		4-4-64	52·64	
Jumna bridge to Allahabad		15-8-65	2·75	
Allahabad to Cawnpore		3-3-59	119·47	
Cawnpore to Etawah	...	1-7-61	86·46	
Etawah to Shikohabad		13-11-61	34·39	
Shikohabad to Tundla junction		1-4-62	22·92	
Tundla junction to Aligarh		1-3-63	48·56	
Aligarh to Chola (Bulandshahr Road)		1-4-64	35·54	
Chola to Delhi (south bank, Jumna)		1-8-64	41·27	
Delhi terminus	}	1-1-67	1·78	
Total main line	...	...	...	955·08
Loop line :—				
Khana junction to river Adjai	}	3-10-58	19·00	
River Adjai to Sainthia		3-9-59	25·12	
Sainthia to Tinpahar		15-10-60	76·12	
Tinpahar to Bhagalpur	...	1-11-61	69·12	
Bhagalpur to Jamalpur		10-2-62	33·03	
Jamalpur to Kiul	}	17-11-62	28·00	
Total loop line	..	...	...	250·89
Total carried over	...	...	...	1,205·47

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (a) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	...	1,205·47
Grand Chord—				
Sitarampur to Barakar	...	1-1-65	5·43	
Barakar to Dhanbaid	...	20-5-94	25·75	
Dhanbaid to Paharpur	...	1-1-07	103·71	
Paharpur to Manpur	...	15-8-06	17·42	
Gya to Moghal Sarai	...	1-8-00	126·11	
Total Grand Chord	...	...	...	278·42
Branches—				
Bhadreswar branch—				
Bhadreswar junction to the river bank	...	6-12-82	2·60	
Hooghly bridge branch—				
Hooghly junction to Naihati	14-1-84	15-3-87	4·47	
Ondal loop—				
Ondal to Baboisole	July '82	1-5-64	2·03	
Baboisole to Mangalpur		1-1-63	2·74	
Mangalpur to Toposi		2-2-63	2·65	
Toposi to Ikrah Junction		15-4-94	2·42	
Ikrah junction to Gaurangdi		1-6-95	14·16	
Gaurangdi to Alipur	29-3-91	30-3-95	7·54	
			31·54	
Ikrah branch—				
Ikrah junction to Barabani	July '87	15-4-94	8·40	
Barabani to Sitarampur	13-7-99	15-4-02	6·99	
			15·39	
Katras branch—				
Dhanbaid to Katrasgarh	...	20-5-94	9·11	
Salanpur branch—				
Salanpur to Shamdi	9-3-92	7-9-94	4·29	
		1-1-97	1·24	
			5·53	
Chanch branch—				
Chanch block hut to mile 197·30	9-3-92	1-2-93	2·88	
	11-2-96	5-8-96	1·00	
			3·88	
Toposi-Barabani extension	13-9-06	15-6-08	3·79	
Ondal-Sainthia Chord—				
Ondal to Sainthia	1-12-03	1-1-07	42·94	
Shikohabad-Farukhabad branch—				
Shikohabad to Mainpuri	13-1-98	1-3-05	29·71	
Mainpuri to Bhongaon		17-8-05	8·63	
Bhongaon to Farukhabad		1-1-06	27·06	
			65·40	
Khurja-Hapur branch	13-1-04	15-4-07	38 87	
Agra direct access— (Jumna bridge to Agra City station)	22-5-05	1-1-08	1·64	
Carried over	...	...	225·16	1,483·89

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (a) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward .	...	...	225·16	1,483·89
Pandra branch—				
From Pandra block hut to mile 151·41 on Pandra branch	4-8-99	26-11-00	2·66	
Damoodur branch—				
Kusunda station to the Damoodur river	15-1-94	30-6-95	8·00	
		15-7-96	1·77	
			9·77	
Giridih branch—				
Madhupur junction to Giridih	...	1-1-71	26·70	
Colliery lines—				
Katras-Khanoodih extension—				
Katrasgarh to Khanoodih	9-12-01	7-3-03	7·17	
Jharia-Dhanbaid Chord—				
Jharia to Dhanbaid		1-5-03	3·75	
Katras-Mulkera cross connection—				
Northern half of connection		15-8-03	0·66	
			11·58	
Kusunda-Tetulmar extension (including portion of Chandore branch)	...	20-4-07	3·15	
Mokameh Ghat branch—				
Mokameh junction to Mokameh Ghat	...	1-5-83	3·70	
Patna-Gya branch—				
Bankipore junction to Bankipore	13-2-78	2-6-79	0·25	
Bankipore to Jehanabad		21-4-79	28·95	
Jehanabad to Gya		2-6-79	28·48	
			57·68	
Barun-Daltonganj branch—				
Sone East Bank (Barun) to Rajhara	16-5-97	3-5-02	67·30	
Rajhara to Daltonganj		15-12-02	10·72	
			78·02	
Digha Ghât branch—				
Bankipore junction to Digha Ghât	30-7-84	2-4-85	5·53	
Tarighat branch—				
Dildarnagar junction to Tarighat	11-7-78	5-10-80	12·00	
Patna Ghat branch—				
Patna to Patna Ghat	...	17-11-62	0·87	
Carried over .	...	...	436·82	1,483·89

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number Main head 4 / Sub-heads (a) to (d). **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	436·82	1,483·89
Jubbulpore branch—				
Naini junction to Jubbulpore	Feby. '63	1-8-67	224·49	
Allahabad Fort branch	...	3-3-59	2·33	
Cawnpore city branch	...	15-2-79	0·88	
Agra branch—				
Tundla junction to Jumna bridge	...	1-4-62	13·35	
Hathras city branch	...	1-11-98	5·58	
Branches on loop line—				
Azimganj branch—				
Nalhati to Azimganj*	...	15-7-92	27·23	
Rajmehal branch—				
Tinpahar junction to Rajmehal	...	15-10-60	7·00	
Sakrigali branch—				
Sakrigali junction to the river Ganges	...	1-1-94	1·45	
Mirza Chowki branch—				
Mirza Chowki to river side	...	1-3-09	0·81	
Maharajpur branch	...	30-11-98	1·40	
Sultangunge branch	22-3-93	6-5-95	1·16	
Monghyr branch—				
Jamalpur junction to Monghyr	...	10-4-62	5·68	
Total branches	...	...	...	728·18
TOTAL, OPEN MILEAGE, EAST INDIAN RAILWAY PROPER	...	...	...	2,212·07
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Barharwa to Katwa	5-3-06	Probable date †	99·14	
Bhagalpur to Bausi	28-2-05	Dec. '11 ...	31·04	
Borachuck to Sodepore	14-7-05	...	4·50	
Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghal Sarai	30-11-05	...	1·19	
Ghat line to Dhulian	5-3-06	†	1·06	
Ghat line to Sajinipara	5-3-06	...	2·50	
Hooghly to Katwa	23-6-05	Dec. '11 ...	65·20	
Parthadihi to Pradhankhunta	11-9-08	January '11	9·00	
Portion of the Toposi-Baraboni branch	13-9-06	...	5·32	
Total under construction or sanctioned	...	...	...	218·95
GRAND TOTAL, EAST INDIAN RAILWAY PROPER	...	...	...	2,431·02

* This line was originally on the 4′ 0″ gauge, but was converted to 5′ 6″ gauge, and incorporated with the East Indian railway from 1892.

† Barharwa to Dhulian in July 1910.

APPENDIX 9—*contd.*

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History of railways constructed and in progress.

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Number $\frac{\text{Main head 4}}{\text{Sub-heads (}a\text{) to (}d\text{)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.
DOUBLE LINE—MAIN LINE AND BRANCHES—			Miles.
Howrah to Serampore	...	10-3-57	*8·81
Serampore to Chandernagore	...	1-2-58	8·38
Chandernagore to Hooghly	...	1-5-58	*3·11
Hooghly to Magra	...	1-10-58	5·49
Magra to Pundooah	...	25-2-59	8·82
Pundooah to Burdwan	...	1-10-59	†26·44
Burdwan to Khana	...	1-1-59	8·22
Khana to Durgapur	...	1-6-70	31·35
Durgapur to Raneegunge	...	2-9-70	14·36
Raneegunge to Sitarampur	...	19-12-70	†5·55
Sitarampur to Luckeeserai	...	1-1-71	124·64
Luckeeserai to Burhee	...	22-6-60	9·82
Burhee to Barh	...	22-2-68	27·10
Barh to Futwah	...	11-1-68	25·87
Futwah to Dinapore	...	20-3-67	19·63
Dinapore to Bihta	...	13-8-68	10·93
Bihta to Arrah	...	28-3-70	13·50
Arrah to Buxar	...	13-8-68	42·67
Buxar to Dildarnagar	...	15-4-82	22·46
Dildarnagar to Zamania	...	20-5-82	8·59
Zamania to Sakaldiha	...	20-9-82	16·28
Sakaldiha to Moghal Sarai	...	10-8-82	11·49
Hooghly bridge branch	...	15-3-87 1-7-04	4·47
Sitarampur to Barakar	...	6-3-01	8·39
Ghaziabad to Shahdara	20-10-99	29-2-02	8·13
Shahdara to east side of Jumna bridge near Delhi	20-10-99	1-7-02	2·57
Portion of Jharia branch	...	1-1-04	0·17
Chanch to Mugma	...	29-9-05	3·78
Mugma to Futka	...	29-1-06	3·16
Futka to Kaloobathan	...	17-1-06	5·00
Kaloobathan to Chhota Ambona	...	21-3-06	3·38
Chhota Ambona to Pradhankhunta	...	17-10-05	3·68
Pradhankhunta to Dhanbaid	...	20-8-06 1-7-06	2·76 2·04
Portion of Gya-Katrasgarh line	...	11-3-07	13·60
Moghal Sarai to Ahraura Road	...	10-8-07	7·92
Ahraura Road to Kylahat	...	8-12-08	4·95
Kylahat to Chunar	...	29-12-08	5·22
Chunar to Dagmagpur	...	19-2-09	4·91
Dagmagpur to Pahara	...	27-2-09	4·91
Total carried over	...	...	512·55

* Excluding the quadruple and sextuple lengths.
†Excluding the triple lengths.

APPENDIX 9—*contd.*

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History of railways constructed and in progress.

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Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.
			Miles.
Total brought forward	...	...	542·55
DOUBLE LINE—MAIN LINE AND BRANCHES—*concld.*			
Pahara to Jhingura	...	16-1-08	4·61
Jhingura to Mirzapur	...	6-8-07	5·60
Mile 558 to Naini	...	31-1-07	9·95
Naini to Allahabad	...	15-1-06	2·91
Allahabad to Subadargunge	...	27-1-09	2·34
Karchana to Chheoki	...	6-8-09	5·20
Total Double line	...	...	564·16
TRIPLE LINE—			
Debipur to Doinchee	...	1-1-03	2·29
Raneegunge to Asansol	...	22-7-07	11·30
Total Triple line	...	...	13·59
QUADRUPLE LINE—			
Bengal-Nagpur Railway Junction cabin to Lillooah	...	1-1-07	2·42
SEXTUPLE LINE—			
Howrah Station to Bengal-Nagpur Railway Junction cabin	...	1-1-08	0·51

Details of construction—

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Bukhtiarpore Junction, a distance of 310 miles, the rails are 85-lb. bull-headed, with the exception of a length of 15 miles from Gidhour to Gopalpur block hut, which still remains to be relaid with the heavier section of rails. Out of 159 miles, between Bukhtiarpore and Moghal Sarai, 70 miles have been relaid with 85-lb. rails. This section of rails have also been laid on the single line from Moghal Sarai to mile 583, 16¼ miles, and from Sitarampur to Gurpa, 127 miles.

The rest of the mainline and branches are laid with 75-lb. double-headed rails, with the exception of the up road between Futwah and Patna, 7 miles, and 24 miles of the Grand Chord line between Gurpa and Manpur which have recently been laid with 88½-lb. bull-headed steel rails.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olphert's pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damooder, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia Chords. The Grand Chord is being fenced.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Belanganj.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, *i.e.*, one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

APPENDIX 9—*contd.*

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Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of purchase.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

	£
Company's stock at date of purchase	26,200,000
Permium of 25 per cent	6,550,000
	32,750,000

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure less than Rs. 1,000, and also any single item of capital expenditure amounting to Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject in the latter case to a maximum charge on such account of Rs. 25,000 in each half-year : and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided in proportion of four-fifths to Government and one-fifth to the Company.

Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates and fares.

Statistics of working—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	1,96,03,398*a*	...	17,72,690	70,90,786	549	33·71
1881	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	32·53
1882	1,506·77	34,83,42,743	4,71,17,594	2,94,15,386	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884	1,509·46	35,34,09,667	4,38,38,714	2,70,76,204	7·66	34,79,206	1,77,35,384	11,72,323	46,89,291	558	38·24
1885	1,514·99	35,61,22,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,80,50,137	14,97,276	59,89,105	591	35·25
1887	1,513·36	35,85,11,962	4,60,65,661	3,09,98,517	8·65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32·71
1888	1,513·45	35,82,32,469	4,54,36,902	3,00,27,370	8·38	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33·91
1889	1,525·44	35,98,56,817	4,49,57,901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890	1,525·44	36,00,54,709	4,34,30,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891	1,525·44	35,94,69,179	4,94,85,230	3,56,54,312	9·92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27·95
1892	1,610·27	36,51,42,775	4,88,55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28·73
1893	1,610·73	37,17,65,626	*b*5,08,44,654	3,60,94,293	9·71	41,26,889	2,34,46,780	17,04,125	68,16,499	584	29·01
1894	1,664·11	37,50,81,624	5,26,89,485	3,64,26,405	9·71	43,37,988	2,43,89,582	15,39,767	61,59,068	604	30·87
1895	1,700·19	38,08,79,764	5,41,50,856*c*	3,78,34,726*c*	9·93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30·13
1896	1,701·11	38,54,11,272	5,40,69,142*d*	3,67,77,682*d*	9·54	46,90,562	2,58,59,455	12,45,733	49,81,932	597	31·98
1897	1,705·09	39,66,36,442	5,88,28,013	4,14,93,460	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898	1,712·25	40,98,39,605	5,97,96,060	4,08,07,269	9·96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31·76
1899	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32·87
1900	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,963	18,09,104	1,53,27,450	708	34·70
1901	1,838·04	45,95,76,136	7,03,96,636	4,57,13,311	9·95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35·06
1902	1,923·35	47,43,55,297	6,77,38,713	4,29,80,833	9·06	70,34,492	2,16,46,868	16,19,965	1,26,79,508	687	36·55
1903	1,935·11	48,80,34,496	6,99,72,700	4,64,35,793	9·51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33·64
1904	1,932·87	50,26,09,029	7,59,71,544	5,06,03,115	10·07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	749	33·39
1905	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35·74
1906	2,165·04	54,79,28,490	8,02,50,910	4,87,53,855*e*	8·90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	721*f*	38·65*f*
1907	2,208·29	56,77,47,625	8,11,29,807	4,84,10,858*e*	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	673*f*	39·74*f*
1908	2,213·18	58,74,01,148	8,28,51,108	4,44,26,132*e*	7·56	1,09,27,823	2,16,15,000	14,58,887	1,04,21,422	682*f*	45·80*f*
1909	2,212·07	60,27,01,643	*g*8,28,35,189	4,77,90,961*e*	7·93	1,15,88,058	2,16,15,000	16,30,194	1,29,48,709	695*f*	41·73*f*

N.B.—Statistics for 1879 will be found in the Report for 1907.

a. Interest in 1880 includes annuity charges, which cannot be separated.
b. Includes arrear credits for substantial improvements, Rs. 10,49,127.
c. Includes Rs. 14,530 realised from Palmer's Trust Estate.
d. Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
e. Excludes the annual rental paid to the South Behar Railway Company together with interest on Government advances for the purposes of this railway.
f. Includes the South Behar railway.
g. Includes arrear credits for substantial improvements, Rs. 26,19,763.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—***contd.*

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Alexander Izat, Esq., C.I.E., M.I.C.E.
Secretary.—C. E. Rutter, Esq.
Offices.—17, Victoria Street, Westminster, S. W.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Delhi to Kalka [redacted]	.....	1-3-91	162·36	162·36
LINK UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Thanesar to Kaithal	15-12-08	Probable date October 1910.	30·00	30·00
Grand total ...	.....	.....	.....	192·36

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olphert's cast-iron plate and wooden sleepers with cast iron chairs.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.
12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.
19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the raising of additional capital by the issue of debentures.
19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent of gross earnings previously retained by Government.
24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.
9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3¼ per cent on the share capital.
1st July 1909 (between the Secretary of State and the East Indian Railway Company).
3rd November 1909 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company).
} For construction and working of the Thanesar-Kaithal branch.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on their share capital. Land was also provided free of cost.

Currency of contracts.—The contracts may be determined by effluxion of time on the 31st December 1926, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

Power of Company to surrender contracts.—Nil.

Terms of working.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent to the Company. Surplus profits in excess of 3¼ per cent per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.

Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″) gauge—*concld.*

Terms of contracts—*concld.*

than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.								TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	162·24	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892	161·40	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	161·40	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	161·40	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	161·40	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896	160·47	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	162·24	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	162·24	1,53,48,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	162·24	1,53,01,272	14,49,378	7,53,677	4·93	...	7,53,677	4·93	172	48·00
1900	162·24	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	162·24	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902	162·24	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	162·36	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	162·36	1,55,51,763	18,53,475	9,63,807	6·20	...	9,63,807	6·20	218	48·00
1905	162·36	1,56,07,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906	162·36	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907	162·36	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00
1908	162·36	1,60,07,122	21,09,189	10,96,778	6·85	...	10,96,778	6·85	250	48·00
1909	162·36	1,66,56,595	22,90,710	11,91,169	7·15	...	11,91,169	7·15	271	48·00

4 (*c*) South Behar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—Lieut.-Col. H. Bonham-Carter, R.E.

Offices—91, York Street, Westminster, S. W.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Luckeeserai to Gya	.....	5-7-99	79·19	79·19

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olphert's cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction, as modified by the contract of the 11th December 1906 (between the Secretary of State and the South Behar Railway Company) as to the payment of a rental to the Railway Company during the continuance of the contract of 7th August 1895.

16th January 1907 (between the Secretary of State and the East Indian Railway Company) for working.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Behar railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free. Up to the 31st December 1905, Government allowed to the South Behar Railway Company, by way of rebate, a certain percentage of the East Indian railway's share of the receipts from traffic interchanged between that railway and the Company's line towards a dividend of 4 per cent per annum on the total capital expenditure not exceeding Rs. 120 lakhs. With effect from the 1st January 1906 the Company relinquished the railway to the Secretary of State to be held by him for his benefit without any interference or control on the part of the Company in return for a payment to the Company, until the determination of the contract of 7th August 1895, of an annual rental of £30,000 by half-yearly payments of £15,000 on the 30th June and 31st December of each year.

Currency of contracts.—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England £684,580 as capital expended on the undertaking with the authorisation of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—With effect from the 1st January 1906 the line is worked by the East Indian Railway Company as a part of their undertaking, the annual rental of £30,000 payable to the South Behar Railway Company together with interest at 3½ per cent. per annum on the Government advances for the purposes of the South Behar railway forming a charge against the net revenue of the undertaking.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Rebate from the East Indian Railway. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	TABLE II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	78·76	1,23,66,533	5,14,370	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	78·76	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	78·76	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	78·76	1,19,74,947	} See "terms of working" above.							
1907	78·76	1,19,77,154								
1908	79·19	1,19,77,154								
1909	79·19	1,19,77,154								

4 (*d*) Tarkessur railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Seoraphuli to Tarkessur	20-2-83	1-1-85	22·21	22·21

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. steel rails laid on Denham-Olphert's cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,700 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*concld.*

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.

Currency of contracts.—The contract of 1883 terminates on the 7th September 1962; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years, *viz.*, on 1st January 1915, and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

Power of Company to surrender contracts.—Nil.

Terms of working.—From the gross earnings of the railway are deducted (1) working expenses (which may include capital expenditure classed as 'Minor works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, (2) 5 per cent. of the gross earnings for the hire of rolling-stock, and (3) contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

Rates and fares.—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	22·23	17,84,166	3,32,965	1,61,132	9·03	288	51·61
1901	22·23	17,92,293	3,30,390	1,57,828	8·81	285	52·23
1902	22·23	17,91,612	3,28,510	1,53,348	8·56	283	53·32
1903	22·23	17,93,985	3,33,924	1,63,741	9·13	288	50·96
1904	22·23	17,97,555	3,30,635	1,63,006	9·07	284	50·70
1905	22·23	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	22·23	17,99,166	3,51,888	1,58,989	8·84	304	54·82
1907	22·23	17,99,776	3,56,243	1,58,366	8·80	307	55·55
1908	22·21	18,02,130	3,65,102	1,45,592	8·08	316	60·12
1909	22·21	18,02,130	3,63,681	1,62,007	8·99	315	55·45

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

Chairman.—Right Hon'ble Sir Andrew R. Scoble, K.C.S.I., K.C.
Managing Director.—Colonel F. Firebrace, R.E.
Offices.—48, Copthall Avenue, London, E. C.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	1,599·53	246·11	1,845·64
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·66	...	125·66
(*c*) Baran-Kotah railway (5′ 6″ gauge)	40·29	...	40·29
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	57·39	...	57·39
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	113·27	...	113·27
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	145·61	...	145·61
(*g*) Indian Midland railway (5′ 6″ gauge)	813·11	...	813·11
(*h*) Gwalior Light railway (2′ 0″ gauge)	249·96	...	249·96
(*i*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
Total	3,157·43	246·11	3,403·54

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
At Manikpur, East Indian railway, for passenger and goods trains	0·63
At Katni, East Indian railway, for goods trains only	0·38
At Katni, Bengal-Nagpur railway, for passenger trains only	1·60
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	0·24
At Cawnpore, Oudh and Rohilkhand State railway, for passenger and goods trains	0·86
From Cawnpore to Lucknow, Oudh and Rohilkhand State railway, for passenger trains only	44·63
Total	59·97

Foreign lines over home line :—

	Miles.
Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bengal-Nagpur railway, at Nagpur for passenger and goods trains	0·65
Total	5·04

5 (*a*) **Great Indian Peninsula railway proper** (5′ 6″ gauge) —

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new contract, dated the 21st December 1900.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
NORTH-EAST LINE—			Miles.	Miles.
Main line—				
Victoria Terminus to Thana	31-10-50	1-1-82	0·19	
		18-4-53	20·58	
Thana to Kalyan { Thana to Parsik	28-3-51	1-5-54	12·65	
Thana to Kalyan { Parsik to Kalyan	22-5-52			
Kalyan to Vasind	20-5-53	1-10-55	16·14	
Vasind to Asangaon		6-2-60	3·75	
Asangaon to Kasara		1-1-61	21·84	
Kasara to Igatpuri (Thull Ghat)		1-1-65	9·89	
Igatpuri to Nasik	25-3-67	28-1-61	31·43	
Nasik to Chalisgaon		1-10-61	87·24	
Chalisgaon to Jalgaon		6-10-62	57·48	
Jalgaon to Bhusaval		20-5-63	15·01	
Bhusaval to Burhanpur		20-11-65	33·91	
Burhanpur to Khandwa		3-9-66	42·78	
Khandwa to Bir	1858	17-2-68	21·15	
Bir to Itarsi		1-1-70	89·27	
Itarsi to Sohagpur		1-2-70	30·69	
Sohagpur to Jubbulpore		8-3-70	121·14	
Total main line carried over	...	...	...	615·14

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index, see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	...	615·14
Branches—				
Chalisgaon-Dhulia branch—				
Chalisgaon to Dhulia	15-7-97	15-10-00	34·95	
Jalgaon-Amalner branch—				
Jalgaon to Erandol Road	Jany. '98	20-2-00	18·26	
Erandol Road to Amalner	Jany. '98	4-4-00	16·00	
			34·26	
Nagpur branch—				
Bhusaval Junction to Malkapur	27-9-58	20-5-63	30·05	
Malkapur to Shegaon	27-9-58	24-10-64	32·53	
Shegaon to Badnera	27-9-58	18-12-65	72·67	
Badnera to Pulgaon	27-9-58	16-7-66	40·29	
Pulgaon to Sindi	27-9-58	5-11-66	38·27	
Sindi to Nagpur	27-9-58	20-2-67	29·44	
			243·25	
Khamgaon branch—				
Jalamb to Khamgaon	7-6-69	4-3-70	7·97	
Amraoti branch—				
Badnera to Amraoti	11-6-70	16-2-71	5·49	
Wardha Coal branch—				
Wardha to mile 490·20	5-2-72	1-2-79	18·95	
Mile 490·20 to mile 512·64	1-4-74	24-12-75	22·44	
Mile 512·64 to Warora	1-4-74	26-4-76	4·00	
Warora-Chanda-Balharshah extension	5-3-04	1-2-08	37·86	
			83·25	
Mohpani branch—				
Gadarvada to Mohpani	13-2-71	3-9-72	12·47	
Mohpani to Gotitoria	25-2-96	2-11-96	1·07	
Mohpani to new coal-fields	12-3-96	3-6-00	0·14	
			13·68	
Total branches . .	...	...	...	422·85
TOTAL NORTH EAST LINE, CARRIED OVER .	...	...	...	1,037·99

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	...	1,037·99
SOUTH-EAST LINE—				
Main Line—				
Kalyan to Palasdhari (Karjat). Kalyan to Neral	13-5-54	12-5-56	30·61	
Kalyan to Palasdhari (Karjat). Neral to Palasdhari	10-1-55			
Palasdhari to Khandala (Bhore Ghat)	7-7-55	14-5-63	13·20	
Khandala to Lonavla (Bhore ghat)		14-6-58	2·35	
Lonavla to Poona		14-6-58	39·66	
Poona to Diksal	5-10-55	15-12-58	64·25	
Diksal to Barsi Junction		23-10-59	50·60	
Barsi Junction to Mohol		21-1-60	28·32	
Mohol to Sholapur		6-6-60	20·51	
Sholapur to Gulbarga	3-8-65	1-2-70	70·29	
Gulbarga to the Krishna	Dec. '65	1-12-70	73·76	
Krishna to Raichur		1-5-71	15·31	
Total main line	...	...	...	408·36
Branches—				
Dhond-Manmad branch—				
Dhond to Ahmednagar	25-8-77	15-3-78	50·41	
Ahmednagar to Manmad		17-4-78	95·03	
			145·44	
Khopoli branch—				
Palasdhari to Khopoli	30-1-55	12-5-56	7·24	
Total branches	...	...	...	152·68
TOTAL SOUTH-EAST LINE	...	...	...	561·54
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY PROPER	...	...	...	1,599·53
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
		Probable date.		
Amla to Purassia	8-6-08	...	53·65	
Kurla to Mazagaon	17-2-05	September '10.	6·81	
Itarsi to Nagpur	8-6-08	...	184·33	
Mahim Link	17-2-05	September '10.	1·32	
Total under construction or sanctioned	...	...	...	246·11
GRAND TOTAL	...	...	...	1,845·64

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
DOUBLE LINE—MAIN LINE AND BRANCHES—			Miles.	Miles.
NORTH-EAST LINE—				
Victoria Terminus to Thana	...	1-1-82	0·19	
		18-4-53	*16·29	
Thana to Kalyan	...	1-5-54	[illegible]	
Kalyan to Vasind	...	22-10-66	16·14	
Vasind to Atgaon	...	20-2-67	9·65	
Atgaon to Kasara	...	25-4-67	15·94	
Kasara to Igatpuri	...	1-1-65	9·89	
Igatpuri to Nasik	...	10-1-69	31·43	
Nasik to Chalisgaon	...	10-1-69	87·24	
Chalisgaon to Kajgaon	...	10-1-69	11·87	
Kajgaon to Pachora	...	17-3-69	16·05	
Pachora to Maheji	...	27-5-69	9·14	
Maheji to Bhadli	...	6-3-73	27·59	
Bhadli to Bhusaval	...	6-6-73	7·84	
Bhusaval to Bhusaval Junction	...	1-7-92	1·11	
Bhusaval Junction to Khandwa (Abna Junction)	...	11-1-89	74·58	
Bagra tunnel to Towa viaduct	...	1-2-70	0·74	
Khandwa to Itarsi	...	16-10-05	110·42	
Total North-East line	...	...	458·76	
SOUTH-EAST LINE—				
Kalyan to Palasdhari	...	25-7-70	30·61	
Palasdhari to Khandala (Bhore Ghat)	...	14-5-63	13·20	
Khandala to Lonavla (Bhore Ghat)	...	14-6-58	2·35	
Lonavla to Karla	...	29-5-07	4·92	
Karla to Talegaon	...	28-1-08	13·51	
Talegaon to Shelarvadi	...	22-5-08	7·77	
Shelarvadi to Poona	...	13-5-08	13·46	
Total South-East line	...	...	85·82	
NAGPUR BRANCH—				
Bhusaval Junction to Nadgaon	...	11-1-89	17·98	
Nadgaon to Shegaon	...	1-4-90	44·65	
Total Nagpur branch	...	...	62·58	
TOTAL DOUBLE LINE	...	...	607·16	
QUADRUPLE LINE—				
Victoria Terminus to Curry Road	...	4-12-05	4·29	

* Excluding the quadruple length.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand, gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37.

Terms of contracts—

The railway is worked under the following contract:—

Contract of—21st December 1900 for maintenance and working of the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows:—

Government aid.—Government to pay interest at 3 per cent per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital required for the purposes of the undertaking will be provided by the Secretary of State bearing interest at the rate of 3½ per cent per annum, or at such other rate as may be agreed upon, or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of purchase.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
* Company's stock at date of purchase .	34,859,218
Debentures and debenture stock .	5,922,350
Total .	40,781,568

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian Midland railways, there will be deducted—

(*i*) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) A sum of Rs. 1,00,00,000 which is payable in each half-year to Government;

(*iii*) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period $\frac{10}{20}$ths of the surplus are paid to the Secretary of State and $\frac{1}{20}$th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Annuity. (8)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (9)	Gain or loss to the State *pertaining to each calendar year.* (10)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1901 . . .	1,548·27	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,396
1903 . . .	1,561·63	30,83,53,092	4,24,25,217	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198
1902 . . .	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550
1904 . . .	1,561·63	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750
1905 . . .	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,28,413	+17,12,355
1906 . . .	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928
1907 . . .	1,561·63	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748
1908 . . .	1,599·41	37,36,87,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,298	—82,59,645
1909 . . .	1,599·53	37,28,51,484	5,27,26,707	2,23,43,894	6·08	72,63,545	1,90,28,340	...	—39,47,991

TABLE II.

Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
Rs.	
518	48·03
523	50·19
575	49·18
592	49·88
641	48·27
623	49·92
649	52·88
563	62·24
634	57·62

N. B.—Statistics for the periods prior to 1901 will be found in the Report for 1907.

* From 1st July 1900 to 31st December 1901.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Raja-ki-Mandi (Agra) to Kosi	15-9-98	3-12-04	56·66	
Kosi to Delhi Sadr		15-11-04	62·62	
Delhi Sadr to Delhi		1-3-05	0·43	
Total main line	...	...		119·71
Branch—				
Kosi to Sanket	...	24-2-06	...	5·95
TOTAL AGRA-DELHI CHORD	...	...	...	125·66

Details of construction—

Permanent-way.—The main line, 120·04 miles, is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers, and the branch, 5·95 miles (Kosi to Sanket), is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-Ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contracts—

This railway is being worked under the following contract :—

Contract of—5th February 1909 (between the Secretary of State and the Great Indian Peninsula Railway Company) for maintenance and working of this railway as a part of the undertaking.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.— / *Power to determine contract.*— The contract is current from the day on which the line was opened throughout for public traffic and is to continue in force until terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of working.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi Chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.—The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	−2,85,172	22	44·70
1905	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	−556	140	47·85
1906	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,76,283	+3,45,080	254	50·47
1907	125·99	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87
1908	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44
1909	125·66	1,30,68,563	14,74,866	6,22,196	4·76	4,35,293	+1,86,903	226	57·81

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Baran to Antah	...	20-2-07	13·58	
Antah to Kotah	...	1-5-09	26·71	
Total	...	...	...	40·29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The line is the property of the State and is being worked under the following contract :—

Contract of—19th March 1909 (between the Secretary of State and the Great Indian Peninsula Railway Company) for maintenance and working of this railway as a part of the undertaking.

The general conditions of the contract are the same as those of the Agra-Delhi Chord railway, 5 (*b*), except that the charge for working this railway is not in any half-year to exceed 50 per cent of its gross earnings.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908	13·58	39,38,972	3,536	1,582	0·04	1,29,811	—1,28,229	10	55·26
1909	40·29	45,52,438	48,152	23,181	0·51	1,49,921	—1,26,740	23	51·86

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Itarsi to Hoshangabad	31-7-80	1-6-82	10·89	
Hoshangabad to Bhopal		18-11-84	46·22	
Total main line	...	...	...	57·11
Branch—				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal	July 1894	11-11-95	0·28	0·28
TOTAL	...	...	...	57·39

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following :—

Agreements of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs ; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contract.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

Statistics of working—

	TABLE I.												TABLE II.			
	BHOPAL-ITARSI (BRITISH SECTION).							BHOPAL-ITARSI (NATIVE STATE SECTION).					British section.		Native State section.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (10).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)	(3)	(4)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Miles.	Rs.	Rs.	Rs.		Rs.		Rs.	
1889.	13·00	12,50,000	79,163	−5,422	...	50,000	−55,422	44·11	48,40,846	2,67,936	−18,351	...	117	106·85	117	106·85
1890.	13·00	12,85,077	87,765	−16,572	...	50,351	−66,923	44·11	50, 00,000	2,97,049	−56,093	...	130	118·88	130	118·88
1891.	13·00	15,13,568	1,30,884	48,607	3·21	57,713	− 9,106	44·11	50,00,000	4,60,431	1,73,154	3·46	200	62·50	199	62·50
1892.	13·00	17,46,208	1,53,099	56,397	3·23	69,131	−12,734	44·11	50,00,000	4,47,797	1,65,883	3·32	226	63·16	195	62·96
1893.	13·11	20,25,058	1,69,162	52,038	2·57	78,429	−26,391	44·00	50,00,000	4,24,236	1,30,925	2·62	248	69·17	185	69·17
1894.	13·11	21,71,496	1,61,638	61,455	2·83	83,509	−22,054	44·00	50,00,000	3,80,217	1,44,607	2·89	237	61·98	166	61·97
1895.	13·11	22,47,963	1,42,658	46,114	2·05	89,323	−43,209	44·28	50,00,000	3,18,074	1,02,821	2·06	209	67·68	138	67·67
1896.	13·11	22,71,877	1,63,688	62,744	2·76	90,107	−27,363	44·28	50,00,000	3,61,363	1,38,532	2·77	241	61·75	157	61·63
1897.	13·11	22,97,134	1,52,215	61,135	2·66	91,805	−30,670	44·28	50,00,000	3,31,379	1,33,096	2·66	223	59·84	144	59·84
1898.	13·11	23,24,365	1,93,364	79,435	3·42	92,477	−13,042	44·28	50,00,000	4,17,010	1,71,375	3·43	284	58·81	181	58·90
1899.	13·11	23,61,938	2,09,611	84,080	3·56	93,303	− 9,223	44·28	50,00,000	4,47,225	1,79,444	3·59	307	59·89	194	59·88
1900.	13·11	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	44·28	50,00,000	5,35,369	2,67,288	5·35	375	50·12	234	50·06
1901.	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	44·28	50,00,000	5,85,152	2,88,838	5·78	430	50·75	254	50·64
1902.	13·11	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	44·28	50,00,000	6,37,038	3,16,683	6·33	508	51·51	278	49·74
1903.	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	44·28	50,00,000	6,31,911	3,21,328	6·43	553	49·48	276	48·84
1904.	13·11	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	44·28	50,00,000	6,43,742	3,22,374	6·45	583	50·14	279	49·81
1905.	13·11	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	44·28	50,00,000	5,21,619	2,67,959	5·36	477	48·57	227	48·63
1906.	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	44·28	50,00,000	5,66,833	2,81,376	5·63	531	50·37	246	50·36
1907.	13·11	33,98,742	4,83,589	2,27,071	6·68	1,04,145	+1,22,926	44·28	50,00,000	7,32,284	3,44,438	6·88	710	53·04	318	52·96
1908.	13·11	35,34,132	4,29,276	1,62,302	4·59	1,19,624	+42,678	44·28	50,00,000	6,11,033	2,31,222	4·62	630	62·19	265	62·16
1909.	13·11	36,27,495	4,68,717	1,98,456	5·47	1,20,102	+78,354	44·28	50,00,000	6,50,553	2,75,516	5·51	688	57·66	283	57·65

N.B.—Statistics for the periods prior to 1889 will be found in the Report for 1907.

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Bhopal to Ujjain	10-11-92	11-11-95	113·27	113·27

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following:—

Agreements of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows:—

Government aid.—*Nil.* The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section by the Gwalior Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

For the Parbati-Ujjain section the Company retains 50 per cent of its gross receipts for each half-year, and, receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	TABLE II. Earnings per mile per week. (1)	TABLE II. Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	113·52	69,69,331	1,958	979	0·01	...	50·00
1896	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	113·52	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899	113·27	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900	113·27	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901	113·27	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902	113·27	78,02,855	5,82,063	2,77,292	3·55	99	52·36
1903	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905	113·27	78,35,712	6,08,240	2,96,639	3·79	103	51·23
1906	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907	113·27	78,58,669	7,81,578	3,74,678	4·77	133	52·06
1908	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16
1909	113·27	78,72,658	8,23,957	3,82,457	4·86	148	53·58

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
From the joint boundary of the Indian Midland and Bina-Goona-Baran railways, a point 2·00 miles from the centre of Bina station, to Goona	2-3-92	23-9-95	71·71	...
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet)	28-1-97	15-5-99	73·90	...
TOTAL BINA-GOONA-BARAN	...	...	...	145·61

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main-head 5}}{\text{Sub-heads (a) to (i)}}$ **. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Terms of contracts—

The railway is worked under the following :—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goona section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 between the Tonk and Gwalior Durbars for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows :—

Government aid.—Nil. The Bina-Goona, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina-Goona section the Company retains 50 per cent of its gross receipts for each half-year, and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	72·18	49,81,035	48,701	22,198	...	19	54·42
1896	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897	71·74	87,73,621	1,04,386	43,446	0·50	27	57·57
1898	71·74	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	145·21	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	145·21	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901	145·59	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902	145·63	99,14,442	2,38,825	1,12,945	1·14	32	52·71
1903	145·63	99,62,459	3,21,585	1,55,600	1·56	42	49·49
1904	145·63	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905	145·63	99,90,394	3,68,669	1,81,269	1·81	49	50·83
1906	145·63	99,94,053	4,90,644	2,41,081	2·41	65	50 72
1907	145·63	99,94,424	5,63,802	2,71,691	2·72	74	51·81
1908	145·63	99,96,763	4,13,370	1,88,397	1·88	55	54·42
1909	145·63	1,00,08,750	2,79,497	1,27,960	1·28	37	54·28

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main-head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*g*) Indian Midland railway (5′ 6″ gauge)—

Chairman.—The Right Hon'ble Sir Andrew R. Scoble, K.C.S.I., K.C.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E.C.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Bhopal to Jhansi	1886	1-1-89	179·92	
Jhansi to Gwalior	11-6-86	1-3-89	60·39	
Gwalior to Hetampur	24-8-77	20-12-79	32·40	
Hetampur to Dholpur		15-5-81	8·55	
Dholpur to Agra Cantonment	16-2-76	1-1-78	36·05	
Junction with Agra Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt	.....	27-2-06	1·75	
Junction with Agra-Delhi Chord railway to Idgah	.....	1-3-05	1·27	
Total, main line	.....	.....	.....	320·33
Branches—				
Manikpur branch—				
Jhansi to Mau Ranipur	23-8-83	5-6-89	39·96	
Mau Ranipur to Banda		1-8-89	78·96	
Banda to Manikpur		15-2-89	61·45	
			180·37	
Cawnpore branch—				
Jhansi to Chaunrah	Cawnpore to Kalpi, 12-3-84; Kalpi to Jhansi, 3-3-86.	1-2-88	94·99	
Chaunrah to Cawnpore		1-4-86	40·93	
Moth quarry	.....	.....	2·78	
			138·70	
Bina to point of junction with Bina-Goona-Baran railway	.....	1-5-95	2·00	
Bhopal to point of junction with Bhopal-Ujjain railway	.....	11-11-95	0·21	
			2·21	
Bina-Saugor-Katni branch—				
Bina to Saugor	August '87	5-6-89	46·24	
Saugor to Damoh	December '95	26-3-98	47·83	
Damoh to Katni	January '86	1-1-99	67·88	
From centre of Katni-Murwara station to junction with Bengal-Nagpur railway.	.....	1-1-90	0·71	
Connecting link with East Indian railway at Katni-Murwara from points in Indian Midland railway main line to junction with East Indian railway.	.....	1-1-99	0·34	
			163·00	
Ait to Kunch	23-9-02	7-12-03	8 50	
Total branches	.....	.....	.....	492·78
TOTAL OPEN MILEAGE, INDIAN MIDLAND RAILWAY	.....	.....	.....	813 11

Details of construction—

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham-Olphert's sleepers. The East Indian railway type rails and Denham-Olphert's sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.
18th March 1890—Contract for the acquisition of the Scindia railway.
13th June 1896—Contract for the Saugor-Katni railway.
21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid.—Interest at 4 per cent per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main-head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*g*) Indian Midland railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contracts—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885 to which they are supplemental.

NOTE.—The Secretary of State for India gave notice of his intention to terminate his contract with the Company on the 31st December 1910.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1886	41·75	1,53,03,829	92,338	17,412	0·15	15,06,032	...	−14,88,620	43	81·14
1887	41·75	4,18,87,023	1,74,810	33,870	0·11	16,61,068	...	−16,27,198	80	80·62
1888	136·25	6,04,53,467	6,56,836	1,80,430	0·30	24,87,101	...	−23,06,671	99	72·53
1889	677·35	7,84,45,085	27,22,156	5,93,019	0·76	30,32,347	...	−24,36,298	92	78·10
1890	677·35	8,32,79,427	31,24,365	5,99,780	0·72	33,94,210	...	−27,94,430	86	80·80
							...	−19,60,028	115	67·51
1891	677·35	8,52,46,148	41,62,361	13,52,172	1·59	33,12,200	...	−19,97,725	124	61·45
1892	677·35	8,65,79,006	44,77,625	17,26,260	1·99	37,23,985				
1893	677·35	8,71,62,843	44,59,053	17,00,409	1·95	41,40,194	...	−24,39,785	123	61·87
1894	677·35	8,78,06,437	52,22,033	22,02,334	2·51	42,59,815	...	−20,57,481	144	57·83
1895	679·12	8,81,49,985	44,91,707	16,48,360	1·87	45,97,495	...	−29,49,135	124	63·30
1896	679·56	9,25,53,896	48,51,951	20,17,329	2·18	44,23,983	...	−24,06,154	134	58·41
1897	679·56	9,77,94,421	54,89,540	24,06,565	2·46	42,53,893	...	−18,47,328	150	56·16
1898	727·35	9,96,74,805	56,25,823	25,11,911	2·52	39,91,036	...	−14,79,125	147	55·35
1899	796·25	10,16,34,077	64,77,226	27,85,950	2·74	39,75,411	...	−11,92,461	152	57·03
1900	796·25	10,31,35,902	90,60,560	48,72,287	4·72	37,79,189	1,97,555	+8,95,543	213	46·23
1901	796·25	10,58,27,081	82,43,068	42,50,587	4·02	39,22,132	...	+3,28,455	199	48·43
1902	796 53	10,62,11,714	90,49,628	44,74,612	4·21	41,04,505	...	+3,70,107	209	50·55
1903	805·03	10,98,96,302	80,91,722	40,92,942	3·72	41,85,502	...	−92,560	180	49·35
1904	805·03	11,22,35,779	82,90,712	41,48,862	3·70	42,59,767	...	−1,10,905	183	49·96
1905	807·90	11,31,43,178	79,91,323	40,84,528	3·61	42,77,173	...	−1,92,645	178	48·89
1906	809·85	11,41,69,155	98,69,294	49,19,560	4·31	42,96,283	2,254	+6,21,023	234	50·15
1907	809 85	11,51,84,261	1,14,73,958	53,43,778	4·64	43,03,928	1,42,441	+8,97,409	256	53·43
1908	8 2·96	11,68,93,005	96,70,079	35,73,264	3·06	44,21,737	...	−8,48,473	229	63·05
1909	813·10	12,27,71,141	99,20,173	33,98,823	3·17	45,70,236	2,751	−6,34,165	220	58·28

N.B.—Statistics for the periods prior to 1886 will be found in the Report for 1907.

5 (*h*) Gwalior Light railway (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles	Miles.
Gwalior to Sipri	.....	2-12-99	73·81	
Gwalior to Bhind	.....	2-12-99	52·33	
Gwalior to Jora Alapur	2-10-01	1-1-04	31·34	
Jora Alapur to Sabalgarh		1-12-04	26·05	
Sabalgarh to Birpur	9-2-04	1-11-08	19·55	
Birpur to Sheopur Kalan		15-6-09	46·85	
TOTAL	.....	.....	.....	249·96

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main-head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concld.***

5 (*h*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contracts—

The railway is worked under the following agreement :—

Agreement of—1st January 1904 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving six months' notice.

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent for ballast, permanent-way, etc., including maintenance and renewal, *plus* 10 per cent to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—137	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46 62,993	1,83,284	52,501	1·13	22	71·36
1905	183·13	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,222	1,12,911	1·94	27	56·54
1907	183·53	63,00,513	3,08,791	1,15,7 9	1 84	32	62·52
1908	203·03	66,13,092	2,61.725	99,262	1·50	25	62 07
1909	249·96	68,19,209	2,52,537	85,063	1·25	20	66·32

5 (*i*) Matheran Light railway (2′ 0″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Neral to Matheran.	20-6-04	22-3-07	12·61	12·61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Terms of contract—

This railway is maintained and worked under the following :—

The order accompanying Bombay Government, Public Works Department, (Railway) Notification No. 34, dated the 28th July 1904.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concld.***

5 (*i*) Matheran Light railway (2′ 0″ gauge)—*concld.*

Terms of contract—*concld.*

Agreement of—30th October 1909 (between the Promoter and the Great Indian Peninsula Railway Company).

The general conditions are as follows :—

Government aid.—Free provision of Government land.

Currency of agreement.—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working.—Actual out of pocket expenses.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·61	10,11,300	17,529	—12,783	...	34	172·92
1908	12·61	10,55,007	53,410	8,456	0·80	82	84·17
1909	12·61	11,12,071	64,873	27,612	2·48	99	57·44

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.

Secretary.—Lieut-Col. H. Bonham-Carter, R.E.

Offices.—91, York Street, Westminster, S.W.

The old Madras railway contract having expired on the 31st December 1907 the Secretary of State for India made over, on the 1st January 1908, the then existing Madras railway (with the exception of the Jalarpet-Mangalore section) together with the 3′ 3⅜″ gauge sections of the South Indian railway, from Katpadi to Gudur and Pakala to Dharmavaram, to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,031·73	...	1,031·73
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·88	...	9·88
(*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)	1,514·01	6·00	1,520·01
(*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)	51·80	...	51·80
(*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92	...	37·92
(*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)	32·00	...	32·00
(*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)	51·35	...	51·35
(*h*) Kolhapur railway (3′ 3⅜″ gauge)	29·27	...	29·27
(*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80	...	15·80
(*j*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)	296·22	...	296·22
(*k*) Sangli railway (3′ 3⅜″ gauge)	4·90	...	4·90
(*l*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10	...	51·10
Total	3,125·98	6·00	3,131·98

Running powers—

		Miles.
Foreign lines over home line—		
Bengal-Nagpur railway, Waltair to Vizagapatam (including wharf and swamp lines)	for passenger and goods trains.	4·97
Nizam's Guaranteed State railway, Distant signal at Bezwada to Bezwada station		0·89
South Indian railway, over whole or any part of Madras-Bangalore section		219·00
Total		224·86

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the late Madras railway with the exception of the Jalarpet-Mangalore section and the southern section of the old East Coast State railway, called the North-East line of the late Madras railway.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (d) \text{ to } (l)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
SOUTH-WEST LINE—				
Main line—				
Madras to Veyasarpandy	April 1863	7-4-73	2·16	
Veyasarpandy to (Arcot) Walajah Road	Veyasarpandy to Arkonam, between July 1853 and February 1854.	1-7-56	63·22	
Walajah Road (Arcot) to Katpadi		7-5-57	14·96	
Katpadi to Gudiyattam		19-5-58	15·36	
Gudiyattam to Ambur		16-1-60	17·01	
Ambur to Vaniyambadi		February 1860	9·98	
Vaniyambadi to Jalarpet		23-5-60	9·86	
Total Main line	...	...	132·55	
Branches—				
Rayapuram branch—				
Veyasarpandy to Rayapuram	9-6-53	1-7-56	2·16	
Rayapuram to Beach	16-12-99	22-1-00	1·03	
Washermenpet to Basin bridge	...	15-3-07	1·05	
			4·24	
Ranipet Branch—				
Walajah Road (Arcot) to Ranipet	9-12-97	17-4-99	4·17	
Bangalore branch—				
Jalarpet Junction to Bangalore Cantonment	1862	1-8-64	84·37	
Bangalore Cantonment to Bangalore City	March 1881	1-7-82	3·05	
			87·42	
TOTAL BRANCHES	...	...	95·83	
TOTAL, SOUTH-WEST LINE	...	...	...	228·38
NORTH-WEST LINE—				
Main line—				
Arkonam to Nagari	23-6-59	4-3-61	17·27	
Nagari to Puttur	23-6-59	8-12-61	9·59	
Puttur to Renigunta	& 3-1-69	15-9-62	14·46	
Renigunta to Reddipalle	31-1-61 & 26-5-63	1-10-64	38·02	
Reddipalle to Cuddapah	26-5-63 & 18-11-63	1-9-65	39·59	
Cuddapah to Muddanuru	18-11-63 20-7-63 & 22-7-65	1-8-66	34·31	
Muddanuru to Tadpatri	8-5-65 & 22-7-63	1-9-68	32·07	
Tadpatri to Gooty	8-5-65 24-5-65 & 25-5-66	1-8-69	29·72	
Gooty to the Tungabhadra river	22-6-66 & 23-8-69	12-12-70	75·33	
Tungabhadra to Raichur	22-9-69	15-3-71	17·92	
TOTAL, NORTH-WEST LINE	...	...	...	308·28
NORTH-EAST LINE—				
Main line—				
Basin bridge to Korukkupettai	11-4-01	15-3-07	0·85	
Washermenpet to Ennur	August 1894	22-2-96	8·25	
Ennur to Gudur	July 1895	23-2-99	75·25	
Gudur to Nellore		*1-11-88	23·75	
Nellore to Kistna Canal Junction		20-12-98	155·00	
Kistna Canal Junction to Bezwada	July 1890	15-7-97	3·06	
Bezwada to Kovvur		20-2-93	88·24	
Kovvur to Rajahmundry		6-8-00	4·69	
Rajahmundry to the Junction point near Waltair		15-7-93	119·80	
Simhachulam Junction point near Waltair station to Waltair		15-7-93	4·25	
TOTAL, MAIN LINE	...	...	483·14	
Branches—				
Samalkot Junction to Cocanada port branch	July 1890	15-7-93	9·75	
Waltair to end of branch near Vizagapatam station		15-7-93	2·18	
TOTAL BRANCHES	...	...	11·93	
TOTAL, NORTH-EAST LINE	...	...	...	495·07
TOTAL, MADRAS AND SOUTHERN MAHRATTA (5′ 6″ gauge)	...	...	...	1,031·73
DOUBLE LINE—				
Washermenpet to Basin bridge	...	15-3-07	1·05	
Washermenpet to Veyasarpandy	21-3-01	14-9-01	1·02	
Madras to Veyasarpandy Junction	Probably 71—72	7-4-73	2·16	
Veyasarpandy Junction to Perambur		7-2-74	1·30	
Perambur to Avadi	Probably 75—76	1-5-77	9·54	
Avadi to Tiruvallur		20-7-77	12·89	
Tiruvallur to Arkonam		28-8-77	16·52	
Bengal-Nagpur railway north distant signal to north facing point at Waltair	...	...	0·46	
TOTAL DOUBLE LINE	...	...	44·94	

* The date of opening of the original 3′ 3⅜″ gauge line which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (l)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The North-West and South-West lines are laid with 80-lb. bull-headed steel rails on cast iron pots, each weighing 112 lbs. The North-East line is laid with 75-lb. flat-footed steel rails on wooden and pea-pod steel sleepers The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The line is fenced throughout on the North-West and South-West lines and on the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

Terms of contracts—

The Madras and Southern Mahratta railway is worked under the following contracts:—

Contracts of—1st June 1882.—Old Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

26th June 1908.—Contract supplemental to those mentioned above providing for the continuance of the existing contracts with variations and modifications and for working as part of the same undertaking the portions of the old Madras railway as well as the sections of the South Indian railway taken over.

The general conditions of the contracts are as follows:—

Government aid.—Interest in sterling on the nominal amount of the capital stock of the Company at 3½ per cent per annum is guaranteed.

Terms of contract.—The capital of the Company's and State lines shall be taken as £16,500,000, of which £11,500,000 shall be taken to be the capital of the Secretary of State and the balance £5,000,000 as the capital of the Company. All monies required for further capital expenditure shall, at the option of the Secretary of State, be provided either by means of advances by the Secretary of State or by the issue of debentures or debenture stock or by the issue of further capital stock by the Company.

Currency of contract.—The contract may be determined by the Secretary of State on the 31st December 1937 or on the 31st December in any succeeding fifth year by giving to the Company twelve months' previous notice. Upon the termination of the contract the Company are to give the Secretary of State the possession of the railway, and the Secretary of State is to pay the Company a sum equal to the nominal amount of its capital, *viz.*, £5,000,000 and any additional capital stock that may have been issued for the purpose of the Company's and State lines.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the Company's and State lines the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a "Minor work" subject to a maximum charge on such account of Rs. 23,000 in each half-year, and a payment of Rs. 40 for every mile of line open for traffic to be made half-yearly to Government for supervision) and contribution to the provident fund, the net earnings are to be applied:—

(i) in payment to the South Indian Railway Company for haulage 25 per cent. of the gross earnings derived by the Madras-Bangalore section from all traffic carried over that section in the trains of the South Indian railway and in addition a rebate of 25 per cent. of gross earnings derived by the Madras-Bangalore section from traffic interchanged with Jalarpet-Mangalore section *viâ* Jalarpet Junction;

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Main head 6 / Sub-heads (*a*) to (*i*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

(ii) in payment to the Kistna District Board of such a sum not exceeding in any year 10 per cent. of the earnings from traffic interchanged between the Madras and Southern Mahratta railway system and the Bezwada-Masulipatam railway as shall together with the net earnings of the latter railway for the year be equal to the interest for the year at the rate of 3½ per cent. per annum on the actual capital expenditure of that railway;

(iii) in payment of interest on the Company's debenture and debenture stock which shall for the time being be outstanding.

And the surplus (if any) is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital for the time being (exclusive of debenture capital) shall have been contributed by them. The Secretary of State to be entitled to deduct from the share of surplus receipts payable to the Company, the equivalent of the guaranteed interest at 3½ per cent. per annum on the capital stock of the Company, paid by the Secretary of State to the Company; but if such share of surplus in any year be less than the guaranteed interest for that year, the deficiency shall not be made good out of the share of surplus receipts for any subsequent year.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company shall be entitled to vary its rates. If the Secretary of State shall require the Company to reduce the rate for salt below that now in force, he shall compensate the Company for any loss thence ensuing.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expense to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	1,031·73	16,69,79,297	1,64,22,663	44,96,942	2·69	306	72·62
1909	1,031·73	17,06,51,720	1,79,33,335	72,97,315	4·28	334	59·31

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Bowringpet to Marikuppam	July 1892	1-6-94	9·88	9·88

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Terms of contracts—

The railway is worked under the following :—

Agreement of—1st July 1902 (between the Mysore Government and the old Madras Railway Company) for working and maintenance with effect from 1st January 1901.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement of 1st July 1902 with modifications.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Main-head 6 / sub-heads (*a*) to (*l*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

Kolar Gold-fields railway (5′ 6″ gauge)—*concld.*

Terms of Contracts—*concld.*

The general conditions are as follows :—

Government aid.—The line is the property of the Mysore State.

Currency of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, with 5 per cent. of the gross earnings of the railway for rolling-stock; and as from the 1st July 1908, after deducting from the net earnings, the interest on any capital expenditure after 31st December 1907, one-twentieth part of the residue will be paid to the Company.

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras and Southern Mahratta railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	10·00	10,77,901	2,08,892	67,093	6·22	402	67·88
1901	9·88	11,20,330	2,17,661	91,877	8·20	421	57·79
1902	9·88	11,38,480	2,16,629	84,864	7·45	422	60·83
1903	9·88	11,62,504	2,07,257	75,237	6·47	403	63·70
1904	9·88	11,73,128	2,44,744	89,230	7·61	476	63·54
1905	9·88	11,87,864	1,88,402	67,600	5·69	367	64·12
1906	9·88	11,96,520	2,00,400	68,275	5·71	390	65·93
1907	9·88	12,02,068	2,11,153	55,749	4·64	411	73·60
1908	9·88	12,07,860	1,98,191	51,095	4·23	386	74·22
1909	9·88	12,09,189	1,59,004	52,739	4·36	309	66·83

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the old Southern Mahratta railway in amalgamation with the sections of the South Indian railway taken over, Pakala to Dharmavaram and Katpadi to Gudur, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Frontier to Castle Rock	...	3-2-88	3·63	
Castle Rock to Deuli	...	15-6-87	2·75	
Deuli to Dharwar	...	24-1-87	56·00	
Dharwar to Hospet	Bellary to Hubli, Nov. 1881	1-7-85	101·25	
Hospet to Bellary	Bellary to Hubli, Nov. 1881	24-3-84	40·51	
Bellary to Guntakal*	...	16-5-87	29·99	
Guntakal to Nandyal	26-9-83	11-7-87	90·25	
Nandyal to Cumbum	26-9-83	15-6-90	63·18	
Cumbum to Tadepalli	26-9-83	3-10-89	122·41	
Tadepalli to Bezwada	...	...	2·97	
Total Main line carried over	...	...	...	512·94

* This section was opened through in 1871 as a 5′ 6″ gauge branch of the old Madras railway, but was subsequently made over to the old Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (c) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	...	512·94
Branches—				
Harihar branch—				
Hubli to Harihar (temporary station)	...	18-10-86	81·00	
Temporary station to permanent station	...	21-2-89		
Bijapur branch—				
Gadag to Hotgi	April 1879	1-8-84	173·08	
Poona branch—				
Londa to Belgaum	...	21-3-87	33·00	
Belgaum to Miraj	29-11-83	22-12-87	85·88	
Miraj to Koregaon		2-5-87	76·00	
Koregaon to Ghorpuri		18-11-86	83·07	
Ghorpuri to Poona		4-10-90	0·91	
			278·86	
Guntakal-Mysore Frontier Branch—				
Guntakal to Dharmavaram	June '89	1-3-92	62·95	
Dharmavaram to Hindupur	26-1-91	23-4-93	49·28	
Hindupur to Mysore Frontier	Augt. '91	17-7-93	7·27	
			119·50	
Bellary-Rayadrug branch—				
Bellary to Rayadrug	24-10-02	1-7-05	33·35	
Hospet-Kottur branch—				
Hospet to Kottur	24-10-02	1-4-05	43·06	
Ramanamalai to Ramandrug	...	1-12-06	4·97	
Nagalapuram to Fort Wall	27-5-08	24-5-09	2·84	
			50·87	
Katpadi-Dharmavaram branch—				
Katpadi to Pakala	...	18-3-91	39·48	
Pakala to Vayalpad	...	1-1-92	46·69	
Vayalpad to Dharmavaram	...	20-3-92	94·14	
			180·31	
Pakala-Gudur branch—				
Pakala to Tirupati West	...	18-3-91	25·05	
Tirupati West to Gudur	...	15-9-87	59·05	
			84·10	
Total branches	...	...	...	1,001·07
Total open line	...	...	...	1,514·01
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Kunnevehalli branch—				
Fort Wall to Kunnevehalli	27-5-08	Probable date March '11.	...	6·00
Grand Total	...	...	...	1,520·01

Details of construction—

Permanent-way.—The rails in use are of 41½-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, jamba, pine and Australian eucalyptus, steel trough and Denham-Olphart's.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve is of 573 feet radius, situated on the section between Bellary and Rayadrug.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

Terms of contracts—

This railway forms an integral part of the Madras and Southern Mahratta projected railway and the contracts for working are the same as apply to the Madras and Southern Mahratta 5′ 6″ gauge railway, 6 (*a*).

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908].

History of railways constructed and in progress.

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Number Main head 6 / Sub-heads (a) to (l). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I. Includes the Madras and Southern Mahratta railway (5′ 6″ gauge), 6(*a*).										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1908 . .	2,542·85	29,65,72,872	2,82,50,979	97,96,440	3·30	85,17,070	59,81,910	5,84,312	—52,86,852	214	65·32
1909 . .	2,545·74	30,21,58,743	2,97,72,171	1,19,36,693	3·95	91,55,944	73,25,715	5,58,508	—51,03,474	225	59·91

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Progress in opening.

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Bezwada to Masulipatam	...	4-2-08	49·47	
Masulipatam to Masulipatam Port (Tidal Lock)	...	1-1-09	2·33	
Total .	...	...	...	51·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—The line is ballasted 30 miles with stone and the remainder with sand.

Fencing.—The station yards only are being fenced.

Curves.—The radius of the sharpest curve is 1,146 feet.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—

The railway is worked under the following contract :—

Contract of—4th February 1908 (between the District Board of Kistna and the Madras and Southern Mahratta Railway Company) for maintenance and working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) modifying the contract of 4th February 1908.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the District Board of Kistna. The Madras and Southern Mahratta Railway Company shall pay to the District Board of Kistna, by way of rebate, such a sum not exceeding 10 per cent. of the share attributable to the company's system of the gross earnings from traffic interchanged between the Company's system and their railway as shall, together with the net earnings of this railway, make up an amount equal to interest for the year at the rate of 3½ per cent. on the total expenditure charged in the capital account.

Currency of contract.—The contract is current for a period of 30 years. Government reserves the right to purchase the line at the expiry thereof or at subsequent periods of 10 years on 12 months' notice at a price 25 times the yearly average net earnings excluding rebate payments of three years preceding the purchase with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

Terms of working.—The line is worked by the Madras and Southern Mahratta Railway Company at 45 per cent. of gross earnings. The balance, after meeting the cost of "New minor works" not exceeding Rs. 1,000, is paid to the District Board.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	49·47	20,02,813	2,72,333	1,49,783	7·48	117	45·00
1909	51·80	21,24,465	3,29,527	1,80,804	8·51	122	45·13

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main-head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Birur to Shimoga	12-8-96	1-12-99	37·92	37·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Terms of contracts—

The railway is worked under the following :—

Agreement of—2nd December 1899 (between the Government of His Highness the Maharaja of Mysore and the old Southern Mahratta Railway Company) for maintenance and working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement of 2nd December 1899 with modifications.

The general conditions are as follows :—

Government aid.—The line is the property of the Mysore State.

Currency of contracts.—Either party may determine the agreement of 2nd December 1899 on giving twelve months' notice on the 1st January or 1st July in any year. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the agreement the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on new minor works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The share thus arrived at, which is retained by the Company for working, *plus* the cost of 'New minor works' (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), which is debited direct to the railway, is deemed to be the working expenses of the railway. From the 1st July 1908, after deducting interest on any capital expenditure incurred after 31st December 1907, one-twentieth part of the residue of net earnings will be paid to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	37·90	22,94,457	66,227	24,219	1·06	34	63·43
1901	37·92	24,01,388	62,058	16,993	0·71	31	72·62
1902	37·92	24,05,667	64,606	23,367	0·97	33	63·83
1903	37·92	24,07,802	61,520	24,206	1·01	31	60·65
1904	37·92	24,06,391	68,224	24,628	1·02	35	63·90
1905	37·92	23,98,543	80,672	31,102	1·30	41	61·45
1906	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908	} Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*)						
1909							

N.B.—Statistics for 1899 will be found in the Report for 1908.

6 (*f*) Dhone-Kurnool railway (3′3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Drona chellam to Kurnool	3-9-06	1-1-09	32·00	32·00

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number Main-head 6 / Sub-heads (a) to (l). MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼lb. flat-footed steel rails and old pattern second hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The line has not yet been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The railway is being worked under an agreement which is in force from 1st January 1909 (between the Secretary of State and the Madras and Southern Mahratta Railway Company).

The general conditions are:—

Government aid.—The line has been constructed by the agency of the Madras and Southern Mahratta Railway Company from funds supplied by the State.

Currency of agreement.—The agreement is terminable at end of June or December of any year on not less than six months notice.

Terms of working.—Actual expenditure incurred for maintenance of way and works other than general supervision under Abstract A, *plus* a share of other working expenses of the system (excluding Government supervision, but including general supervision under Abstract A) proportionate to the gross earnings and 5 per cent of the gross earnings of this railway for use of rolling-stock.

Rates and fares.—Same rates and fares as are within the schedule of maxima and minima sanctioned for the Company's system.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year. (1)	Mileage open at end of the year. (2)	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3) (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	
1909	32·00	9,25,342	1,29,768	47,128	5·09	78	63·68

6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Yesvantpur to Dodballapur	March 1890	15-12-92	19·93	
Dodballapur to Mysore Frontier		17-9-93	31·42	
TOTAL . .	...	...	...	51·35

Details of construction—

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Terms of contract.—Are the same as apply to the Birur-Shimoga railway, 6 (*e*).

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main-head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	51·35	24,98,047	1,88,183	67,135	2·69	70	64·32
1901	51·35	24,94,729	1,97,798	60,724	2·43	74	69·30
1902	51·35	24,97,811	2,13,486	77,908	3·12	80	63·51
1903	51·35	24,97,206	2,42,695	96,159	3·85	91	60·38
1904	51·35	24,88,842	3,67,923	1,33,715	5·37	138	63·66
1905	51·35	24,88,944	3,73,993	1,54,872	6·22	140	58·59
1906	51·35	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	51·35	25,00,014	3,53,710	1,55,486	6·22	132	56·04
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*).						
1909							

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

6 (*h*) Kolhapur railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Kolhapur to Miraj	February 1888	21-4-91	29·27	29·27

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with gravel and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradient.—The ruling gradient is 1 in 100.

Terms of contracts—

The Kolhapur railway is worked under the following contracts:—

Agreement of—17th July 1891 (between the Kolhapur Durbar and the old Southern Mahratta Railway Company) for maintenance and working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the Agreement of 17th July 1891.

The general conditions are as follows:—

Government aid.—The line is the property of the Kolhapur State.

Currency of agreement.—The agreement may be terminated by either party on six months' notice.

Terms of working.—The expenses of working and maintaining the Madras and Southern Mahratta railway (including the worked lines) and the State railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned; the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and the working expenses; the balance representing the net earnings of this railway is paid by the Company to the Kolhapur Durbar half-yearly.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	29·07	23,24,807	1,24,215	44,875	1·93	82	63·87
1901	29·27	23,24,807	1,14,114	35,750	1·54	75	68·67
1902	29·27	23,25,587	1,23,913	46,407	2·00	81	62·55
1903	29·27	23,26,188	1,21,957	48,053	2·07	80	60·60
1904	29·27	23,26,251	1,41,676	53,228	2·29	93	62·43
1905	29·27	23,26,251	1,70,404	69,432	2·98	112	59·25
1906	29·27	23,26,251	1,76,234	71,811	3·09	116	59·25
1907	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908	29·27	23,26,251	2,22,260	88,154	3·79	146	60·34
1909	29·27	23,26,251	2,26,772	91,612	3·94	149	59·60

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main-head } 6}{\text{Sub-heads } (a) \text{ to } (l)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Mysore to Nanjangud	...	1-12-91	15·04	
Nanjangud station to Nanjangud town	...	12-7-99	0·76	
TOTAL	...	...	...	15·80

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Mysore-Nanjangud railway is worked under the following:—

Agreement of—14th December 1899 (between the Government of His Highness the Maharaja of Mysore and the old Southern Mahratta Railway Company) for working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement of 14th December 1899 with modifications.

The general conditions are as follows:—

Government aid.—The line is the property of the Mysore State.

Currency of contracts.—The agreement of 14th December 1899 is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, the agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores to be taken over by the Mysore Government at a valuation.

Terms of working.—The same as for the Birur-Shimoga railway, 6 (*e*).

Rates and fares.—To be fixed by the Company with the approval of the Secretary of State.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	15·80	6,53,741	30,860	11,357	1·74	38	63·20
1901	15.80	6,56,462	28,302	7,863	1·20	35	72·22
1902	15·80	6,56,462	29,870	10,938	1·67	36	63·38
1903	15·80	6,56.462	31,923	12,687	1·93	39	60·26
1904	15·80	6,56,462	38,873	14,404	2·19	47	62·95
1905	15·80	6,56,462	44,174	18,015	2·74	54	59·22
1906	15·80	6,56,462	49,946	20,559	3·13	61	58·84
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*).						
1909							

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

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Number $\frac{\text{Main-head 6}}{\text{Sub-heads } (a) \text{ to } (l)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ $3\frac{3}{8}$″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Mysore to Mandya	20-9-77	25-2-82	27·97	
Mandya to Channapatna		20-3-81	23·25	
Channapatna to Bangalore		1-2-81	34·75	
Bangalore to Tumkur	6-10-82	11-8-84	43·00	
Tumkur to Gubbi	18-1-84	26-12-84	11·00	
Gubbi to Birur	...	12-8-89	76·57	
Birur to Harihar	...	21-2-89	79·68	
TOTAL	...	...	...	296·22

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Terms of contracts—

The Mysore section is worked under the following contracts :—

Contracts of—31st August 1887 (between the Secretary of State and the old Southern Mahratta Railway Company) for construction, maintenance and working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contract of 31st August 1887 with modifications.

The general conditions of the contracts are as follows :—

Government aid.—Guarantee of interest in sterling at 4 per cent on £1,200,000 debenture stock.

Terms of contract.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. Under the contract of 31st August 1887 interest charges were not taken into account in arriving at the surplus profits which hitherto were divided in proportion of $\frac{3}{4}$ths to Government and $\frac{1}{4}$th to the Company. Under the contract of 26th June 1908 all Mysore State lines are taken into account and interest on capital expenditure incurred after 31st December 1907 is deducted before the division of surplus profits at the rate of $\frac{19}{20}$ths to Government and $\frac{1}{20}$th to the Company.

Currency of contracts.—Government may determine the contracts at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Madras and Southern Mahratta railway system be determined, then the contract of 31st August 1887 will also be determined. On the termination of the contracts, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and a payment of Rs. 40 for every mile of line open for traffic to be made half yearly to Government for supervision and after deducting from the net earnings the interest payable on capital expenditure incurred after 31st December 1907, the net receipts are divided in the proportion of $\frac{19}{20}$ths to Government and $\frac{1}{20}$th to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

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Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (5′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I. | TABLE II.

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, 6 (*e*), (*g*) and (*i*), from 1908.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139·75	91,36,438	5,13,259	1,40,723	1·54	6,70,864	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,24,093	8,96,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	72	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,205	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,217	16,83,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,149	3·23	8,38,525	1,19,039	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,231	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·12
1896	296·00	1,51,08,257	15,84,981	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	296·00	1,51,99,757	18,80,019	7,98,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,319	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	296·36	1,60,14,879	14,33,240	4,07,791	2·55	7,22,244	1,01,860	—4,16,313	93	71·55
1902	296·22	1,60,76,009	15,97,046	5,58,082	3·47	7,21,062	1,39,538	—3,02,518	104	65·06
1903	296·22	1,62,34,903	15,35,270	5,82,298	3·59	7,20,000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59,794	15,85,324	5,63,667	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,78,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	296·22	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	296·22	1,70,31,855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86
1908	401·29	2,29,75,788	30,71,949	11,66,353	5·08	8,64,949	1,51,026	+1,50,378	147	62·03
1909	401·29	2,31,43,758	26,71,013	10,07,326	4·61	10,43,593	55,389	—31,656	128	60·04

N.B.—Statistics for the periods prior to 1887 will be found in the Report for 1907.

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Miraj Junction to Sangli	...	1-4-07	4·90	4·90

Details of construction—

The line (from Miraj to Sangli town) is 4·90 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905 and it was opened in 1907.

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 50.

Terms of contracts—

The line is worked under the following :—

Agreement of—7th June 1907 (between the Sangli State and the old Southern Mahratta Railway Company) for construction and working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement named above.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Sangli State.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of agreement.—The agreement shall be in force for three years from 1st April 1907, and may be terminated thereafter at the end of any calendar half-year upon six months' notice in writing from either party.

Terms of working.—The expenses of working and maintaining the Madras and Southern Mahratta railway (including the worked lines) and the State railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned and the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works (which may include any single item of capital expenditure not exceeding Rs. 1,000 or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and the working expenses; the balance, representing the net earnings of this railway, is to be paid by the Company to the Sangli State half-yearly in such manner as may be arranged.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	4·90	1,27,770	19,585	8,011	6·27	102	59·10
1908	4·90	1,66,282	33,321	13,402	8·05	131	59·78
1909	4·90	1,69,903	40,733	15,712	9·25	160	61·43

6(*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Major-General Sir Henry Green, K.C.S.I., C.B.

Secretary.—George K. Wasey, Esq.

Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Mormugao to Sonaulim	18-4-81	17-1-87	41·00	
Sonaulim to the Portuguese frontier		3-2-88	10·10	
TOTAL	...	...	...	51·10

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Terms of contracts—

The West of India Portuguese railway is worked under the following contracts:—

Contracts of—18th April 1881 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000 which was formerly paid by the British to the Portuguese Government, and hypothecated by the latter to the Company.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.*

6(*l*) West of India Portuguese railway (3′ 3⅜″gauge)—*concld.*

Terms of contracts—*concld.*

21st August 1902 (between the old Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contracts named above.

The general conditions of the contracts are as follows:—

Government (*Portuguese*) *aid.*—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent. on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the old Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party. It has since been agreed that the period be extended to the 30th June 1912.

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working.—The West of India Portuguese and the Madras and Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New minor works' and of interest payable by the Madras and Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, *plus* 10 per cent. thereon for supervision by the Madras and Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Madras and Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Madras and Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform to those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—

	TABLE I.					TABLE II.	
	Includes the Harbour works.						
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	51·11	1,63,29,812	5,24,871	1,69,495	1·04	197	67·71
1904	51·10	1,64,00,303	6,84,391	2,48,378	1·51	258	63·71
1905	51·10	1,61,71,059	6,22,125	2,20,841	1·37	234	64·50
1906	51·10	1,63,13,911	6,23,616	2,08,948	1·28	234	66·49
1907	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908	51·10	1,70,71,439*	10,64 804	3,92,394	2·30	401	63·15
1909	51·10	1,70,71,439*	9,60,235	3,75,092	2·20	361	60·93

N.B.—Statistics for the periods prior to 1903 will be found in the Report for 1907.

	Rs.
*Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.* 8*d.* per rupee = ...	1,61,88,697
†Capital expenditure from 1st January 1902 to 31st December 1907, £8,347-11-3 @ 1*s.* 4*d.* per rupee =	1,25,214
	1,63,13,911
Expenditure by Portuguese Government on Improvements	7,57,528
Total ...	1,70,71,439

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.
Secretary—H. Rendel, Esq.
Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction Miles.	Total Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13	...	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58	...	20·58
(*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13	50·26	441·39
Total	741·84	50·26	792·10

Running powers—

Home line over foreign line:—
Distant signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains 0·89

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizām's Guaranteed State Railways Company.

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Wadi junction to Secunderabad	25-3-71	9-10-74	115·45	
Secunderabad to Warangal	Nov. '84	8-4-86	86·66	
Warangal to Dornakal	May '86	1-1-88	52·66	
Dornakal to Bona Kalu	Jany. '87	5-8-88	31·99	
Bona Kalu to the British frontier	Jany. '87	10-2-89	23·54	
Total main line	...	...	...	310·30
Branches—				
Hyderabad branch—				
Husain Sagar to Hyderabad	25-3-71	9-10-74	3·57	
Mineral branch—				
Dornakal to Singareni Coal-fields	May '86	1-1-88	16·26	
Total branches	...	...	...	19·83
TOTAL OPEN LINE	...	...	...	330·13

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66¼-lb. flat-footed steel rails on steel pea-pod, Australian hard wood and sâl sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following:—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 257 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

The general conditions are as follows:—

Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—From 1st February 1908 the Guarantee of His Highness the Nizam's Government exists on £500,000 debentures only.

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Main head 7 / Sub-heads (*a*) to (*c*): **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117·10	2,47,70,823	11,13,950	4,87,024	1·97	178	56·27
1886	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	205·37	3,27,45,397	15,48,891	5,52,905	1·69	143	64·30
1888	305·71	3,54,89,073	17,76,075	7,57,467	2·13	148	57·35
1889	329·20	3,59,09,620	22,57,462	7,69,208	2·14	129	65·93
1890	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	329·20	3,95,48,395	27,80,642	13,24,959	3·35	161	52·35
1893	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·08
1894	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896	330·13	4,08,24,737	33,03,523	17,28,196	4·23	191	47·69
1897	330·13	4,09,60,944	36,10,354	19,38,769	4·73	208	46·30
1898	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899	330·13	4,15,68,731	41,10,201	25,01,046	6·02	237	39·15
1900	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901	330·13	4,24,30,543	40,77,927	26,48,120	6·24	236	35·06
1902	330·13	4,28,89,527	44,06,494	26,82,533	6·25	254	39·12
1903	330·13	4,30,13,663	43,18,630	25,38,386	5·90	249	41·22
1904	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905	330·13	4,35,86,043	42,78,161	28,49,703	6·54	247	33·39
1906	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907	330·13	4,49,34,824	49,85,081	33,02,905	7·35	288	33·74
1908	330·13	4,56,07,808	46,99,296	30,15,029	6·61	255	38·96
1909	330·13	4,67,93,818	46,92,067	26,43,417	5·65	273	43·66

N. B.—Statistics for the periods prior to 1885 will be found in the Report for 1907.

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was a section of the late East Coast State railway and worked by His Highness the Nizam's Guaranteed State Railways Company as a part of its own system up to December 1897 when it was transferred to the State. It was transferred back to the Company for working from the 1st January 1901.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Hyderabad frontier to Bezwada	26-11-86	10-2-89	20·58	20·58

Details of construction—

Permanent-way.—The line is laid with 66¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked under the following agreement :—

Agreement of—6th April 1909 (between the Railway Board and His Highness the Nizam's Guaranteed State Railways Company, Limited).

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the State.

Currency of agreement.—The agreement is in force from 1st January 1901 and is terminable on 1st January or 1st July in any year on six months' previous notice from either party. In case of breach on the part of the Company of any of the provisions of the agreement, the Railway Board may, on six months' notice, determine the agreement.

Terms of working.—The same percentage of gross earnings of this railway as the aggregate working expenses of the Company's 5′ 6″ gauge railway system bear to the aggregate gross earnings of that system for the same half-year, ***plus*** 5 per cent of the gross earnings of the same railway for hire of rolling-stock.

Rates and fares.—The same rates and fares as are in force on the 5′ 6″ gauge system of the Company.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901 .	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	248	43·68
1902 .	20 58	11,60,425	2,89,663	1,40,329	12·09	46,375	+93,954	259	51·55
1903 .	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904 .	20 58	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057	287	44 19
1905 .	20·58	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193	311	41·22
1906 .	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907 .	20·58	11,81,952	3,15,376	1,83,833	15·56	35,691	+1,48,192	282	41·69
1908 .	20·58	11,83,796	3,28,623	1,91,624	16·19	40,277	+1,51,347	316	43·41
1909 .	20·58	12,06,026	3,12,154	1,52,554	12·65	39,884	+1,12,670	280	51·28

N.B.—Statistics for the periods prior to 1901 will be found in the Report for 1907.

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Manmad to Jalna	12-1-97	21-10-99	109·28	
Jalna to Sailu		7-12-99	44·79	
Sailu to Purbhani		25-4-00	26·40	
Purbhani to Nanded		9-10-00	86·60	
Nanded to Sivungaon		23-8-00	17·61	
Sivungaon to Basar		25-4-00	32·94	
Basar to Secunderabad		25-4-00	117·65	
Secunderabad to Hyderabad		16 5-01	5·86	
Total open line	...	...	...	391·13
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Purna to Hingoli	13-3-99	...	...	50·26
GRAND TOTAL	...	..	...	441·39

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and 113, 299-8 and 364-8, 365-14 and 371-10 and 375-9 and 385-7 except within station limits and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows :—

Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government, the remaining moiety being dealt with as above.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Main head 7. / Sub-heads (*a*) to (*c*). **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concld.***

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)**—*concld.***

Terms of contract—*concld.*

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,58,951	20,10,033	9,23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	391·13	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82
1909	391·13	2,79,08,560	32,54,724	14,02,129	5·02	160	56·93

N. B.—Statistics for 1899 will be found in the Report for 1908.

Number Main head 8 / Sub-heads (*a*) to (*n*). **NORTH WESTERN STATE RAILWAY SYSTEM—**

Lines comprised in the system.—The North Western State railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) North Western State railway (5′ 6″ gauge)	3561·99	110 72	3,672·71
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	27·60	27·46	55·06
(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	15·98	...	15·98
(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)	106·45	...	106·45
(*f*) Southern Punjab railway (5′ 6″ gauge)	424·06	...	424·06
(*g*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge)	152·04	...	152·04
(*h*) Kalka-Simla railway (2′ 6″ gauge)	59·92	...	59·92
(*i*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*j*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*k*) Dandot Light railway (2′ 0″ gauge)	6·18	...	6·18
(*l*) *Khanpur-Chachran railway* (5′ 6″ gauge)	...	23·27	23·27
(*m*) *Sutlej Valley railway* (5′ 6″ gauge)	...	209·46	209·46
(*n*) *Trans-Indus* (*Kalabagh-Bannu*) *railway* (2′ 6″ gauge)	...	94·21	94·21
Total	4,534·87	465·12	4,999·99

Running powers—

Home line over foreign line:—

	Miles.
East Indian railway, Ghaziabad to Delhi, for passenger and goods trains	13·00

Foreign line over home line:—

Oudh and Rohilkhand State railway, Meerut City to Meerut Cantonment, for passenger trains only	2·75

8 (*a*) North Western State railway proper (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
COMMERCIAL SECTION—			Miles.	Miles.
Main Line—				
Ghaziabad to Meerut City.	1864	18-4-67	27·33	
Meerut City to Amballa Cantonment		1-1-69	121·02	
Ambala Cantonment to Ludhiana		12-10-69	70·66	
Ludhiana to Phillaur		15-10-70	8·28	
Phillaur to Jullundur Cantonment		1-4-70	24·12	
Jullundur Cantonment to Beas		15-11-69	25·53	
Beas to Amritsar		1-11-67	26·20	
Amritsar to Lahore	8-2-59	10-4-62	32·30	
Lahore to Jhelum	22-10-69	6-10-78	103·12*	
Jhelum to Rawalpindi	17-9-77	...	76·38	
Rawalpindi to Haji Shah	3-10-79	1-1-81	61·62	
Haji Shah to Attock Bridge		1-5-81		
Attock Bridge to Khairabad		31-5-83	2·38	
Khairabad to Peshawar City		1-5-82	41·25	
Peshawar City to Peshawar Cantonment		1-1-83	2·65	
Lahore to Multan Cantonment	8-2-59	24-4-65	207·82	
Multan Cantonment to Muzaffarabad	8-1-71	21-8-70	6·89	
Muzaffarabad to Khanpur		1-7-78	139·14	
Khanpur to Rohri		1-7-78	132·05	
Rohri to Sukkur	...	27-3-89	2·64	
Sukkur to Radhan	4-11-72	1-10-78	79·31	
Radhan to Laki		27-10-78	70·57	
Laki to Kotri		8-10-78	75·48	
Kotri to Karachi City	29-4-58	13-5-61	104·89	
Karachi City to Kiamari (including Napier Mole line)	...	16-6-89	3·07	
Total Main line, Commercial section, carried over			...	1,414·70

* This length was constructed on the 3′ 3⅜″ gauge previous to September 1873, but was converted to the 5′ 6″ gauge on the 6th October 1878

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$ **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward, total main line, Commercial section	...	...	...	1,444·70
COMMERCIAL SECTION—*concld.*				
Branches—				
Sialkot branch—				
Wazirabad to Sialkot	10-4-83	1-1-84	26·50	
Wazirabad-Lyallpur branch—				
Wazirabad to Hafizabad	...	15-8-95	37·37	
Hafizabad to Sangla Hill	...	1-1-96	31·45	
Sangla Hill to Lyallpur	...	15-2-96	27·31	
Lyallpur to Toba Tek Singh	...	22-6-99	49·00	
Toba Tek Singh to Khanewal	...	16-4-00	55·53	
			200·56	
Kashmir branch—				
Sialkot to the frontier of the Kashmir State	...	15-3-90	9·08	
Puranadera branch—				
Phulji to Puranadera	...	1-6-82	2·57	
Phulji branch extension	...	31-3-02	0·34	
			2·91	
Sukkur Bandar branch—				
Sukkur to Sukkur Bandar	...	1-10-78	1·25	
Kotri Bandar branch—				
Kotri to Kotri Bandar	...	1-4-89	1·14	
Lahore Cantonment chord branch—				
Lahore Cantonment East to Lahore Cantonment West	...	10-12-91	*2·13	
Kotri-Rohri (chord) branch—				
Kotri to Hyderabad	...	25-5-00	4·99	
Hyderabad to Rahoki	...	28-3-01	6·04	
Rahoki to Shahdadpur	...	15-11-96	39·09	
Shahdadpur to Rohri	...	15-11-96	139·84	
			189·96	
Ferozepore branch—				
Raewind to Kasur	9-11-82	15-4-83	16·50	
Kasur to Ganda Singhwala	9-11-82	10-6-83	7·00	
Ganda Singhwala to Ganda Singh Bandar	2-10-83	15-12-83	5·50	
Ganda Singh Bandar to Hussainiwala	...	8-5-87		
Hussainiwala to Ferozepore City	...	1-10-92	2·00	
Ferozepore City to Ferozepore Cantonment	29-10-81	1-10-88	2·00	
Ferozepore Cantonment to Bhatinda	...	15-6-99	†54·36	
Hussainiwala to Ferozepore Cantonment	...	8-5-87	*3·50	
			90·86	
Pathankot branch—				
Amritsar to Dinanagar	6-12-81	1-1-84	51·22	
Dinanagar to Pathankot	6-12-81	8-6-84	15·48	
			66·70	
Jech Doab line—				
Malakwal to Sargodha	26-11-01	1-4-03	46·25	
Sargodha to Shorkot Road	23-9-03	14-5-06	103·00	
			149·25	
Hyderabad-Badin section—				
Hyderabad to Badin	15-5-03	15-10-04	62·00	
Shahdara-Sangla section—				
Shahdara to Sangla	...	10-4-07	55·57	
Lodhran-Khanewal chord—				
Lodhran to Khanewal	...	1-4-09	56·59	
Shorkot Road-Chichoki section—				
Jaranwala to Chichoki	...	8-11-09	48·00	
Total Branches	...	...	...	962·50
TOTAL OPEN MILEAGE (COMMERCIAL SECTION) CARRIED OVER	...	...	...	2,407·20

* This is a military line and is not intended to be used for ordinary public traffic.
† Includes 26·28 miles of mixed gauge between Kot Kapura and Bhatinda.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward, total open mileage, Commercial section	...	...	...	2,407·20
FRONTIER SECTION (MILITARY)—				
Main line—				
Sind-Sagar—				
Lala Musa to Baha-ud-din	24-7-77	*1-1-80	28·46	
Baha-ud-din to Hariah		*1-2-80	10·52	
Hariah to Malakwal		*10-4-80	5·99	
Malakwal to Bhakkar	...	15-8-87	172·20	
Bhakkar to Chenab West Bank	...	22-1-87	119·71	
Chenab West Bank to Chenab East Bank	...	1-2-90	2·49	
Chenab East Bank to Sher Shah	...	1-1-89	2·39	
Total Main line	...	...	...	341·76
Branches—				
Khushalgarh branch—				
Golra Junction to Langar	Sep. 1879	1-4-81	60·50	
Langar to Khushalgarh		16-4-81	9·66	
Khushalgarh to Kohat	31-10-00	†25-5-02	33·41	
			103·57	
Bhera branch—				
Malakwal to Miani	24-7-77	*10-4-80	8·99	
Miani to Bhera	25-10-81	*2-2-82	9·11	
			18·10	
Bhaganwala branch—				
Haranpur to Bhaganwala	...	...	10·84	
Khewra branch—				
Chalisa Junction to Khewra salt mines	...	*1-1-83	6·36	
Khewra to Dandot	...		2·15	
			8·51	
Mari branch—				
Kundian to Mari	Kundian to Mianwali, 27-2-86	15-3-92	36·32	
Dera Ghazi Khan branch—				
Mahmud Kot to Ghazi Ghat	...	1-4-87	11·27	
Mari-Attock extension—				
Campbellpur Cantonment (new station) to Basal Junction	...	1-4-99	18·45	
Jand Junction to Daud Khel	...	1-4-99	53·91	
			72·36	
Total Branches	...	...	...	260·97
TOTAL OPEN MILEAGE, SIND-SAGAR, MILITARY SECTION	...	...	...	602·73
Sind-Pishin line—				
Ruk to Sibi	Oct. 1879	2-5-80	132·26	
Sibi to Sharigh	...	20-3-87	74·80	
Sharigh to Bostan	...	28-8-87	61·13	
Base of Bostan triangle loop	...	...	0·31	
Bostan to Kila Abdulla	...	25-1-88	38·14	
Kila Abdulla to Chaman	...	1-1-92	29·40	
TOTAL, SIND-PISHIN	...	...	...	336·04
Carried over, total open mileage — Military section	...	...	...	938·77
Carried over, total open mileage — Commercial section	...	...	...	2,407·20

* Dates of opening of original 3′ 3⅜″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge lines as follows: Lala Musa to Malakwal 10-2-86; Malakwal to Bhera, 15-3-87; Chalisa Junction to Khewra salt mines, 15-8-87; Khewra to Dandot, 1-8-89.

† This is the date of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main-head 8}}{\text{Sub-heads (a) to (n).}}$ **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward, total open mileage ... Commercial section	...	...	...	2,407·20
Brought forward, total open mileage ... Frontier section (Military) (Sind-Sagar and Sind-Pishin)	...	...	...	938·77
FRONTIER SECTION (MILITARY)—*concld.*				
Mushkaf-Bolan line—				
Sibi (Point No. 51) to Quetta south distant signal	...	15-4-97	86·74	
Quetta loop—				
Quetta south distant signal to Bostan	...	28-8-87	20·59	
Nari Bank to Rindli	...	...	13·81	
Mithri chord	...	1-1-98	1·34	
			35·74	
Quetta-Nushki section—				
Spezand Junction to Nushki	6-8-02	15-11-05	82·50	
TOTAL, MUSHKAF-BOLAN	...	...	...	204·98
Peshawar-Jamrud branch—				
Peshawar to Jamrud	...	1-1-01	11·04	11·04
TOTAL OPEN MILEAGE, FRONTIER SECTION (MILITARY)	...	...	...	1,154·79
TOTAL, NORTH WESTERN (COMMERCIAL AND MILITARY)	...	...	...	3,561·99
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Kacha Garhi to mile 22·92	11-7-05	...	22·92	
Shorkot Road to Jaranwala	24-7-06	Probable date Decr. 1911.	87·80	
TOTAL LINES UNDER CONSTRUCTION OR SANCTIONED	...	...	...	110·72
GRAND TOTAL, NORTH WESTERN RAILWAY PROPER	...	...	...	3,672·71
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—				
Kiamari to Karachi City	...	30-6-97	3·07	
Karachi City to Karachi Cantonment	...	13-5-61	2·30	
Karachi Cantonment to Pipri	...	20-6-97	20·70	
Pipri to Kotri	...	3-5-98	81·89	
Lahore Cantonment East to Lahore Cantonment West	...	10-12-91	2·13	
Gulistan to Chaman	...	20-9-92	36·82	
Ab-i-Gum to Kolpur	...	20-9-92	23·54	
Lodhran to Samasata	...	1-4-09	13·77	
Samasata to Khanpur	...	2-4-07	76·94	
Khanpur to Reti	...	3-4-07	62·05	
Reti to Rohri	...	1-6-07	70·00	
Amritsar to Lahore	...	15-1-06	32·30	
Lahore to Badamibagh	...	18-10-09	1·34	
TOTAL DOUBLE LINE	...	...	426·85	

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed and 68-lb. and 82-lb. double headed; of steel rails there are 61-lb., 61½-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 75-lb. and 87-lb. British standard section. On the double line the steel rails are 68-lb. double headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8(*a*) North Western State railway proper (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient between Kotri and Rohri is 1 in 150; between Sibi and Ruk, 1 in 200; between Ghaziabad and Lala Musa, 1 in 100; between Kotri and Lahore, 1 in 200; between Karachi and Kotri, 1 in 190; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 150, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contract —

Nil. The line is owned and worked by the State.

Statistics of working—

TABLE I. | TABLE II.

Includes the Kohat-Thal and Nowshera-Durgai railways.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total income (column 5+column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each colendar year.*	Commercial section.		Military section.		Entire line.	
												Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(1)	(2)	(3)	(4)	(5)	(6)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1886	1,850·78	36,09,90,705	2,53,60,901	1,19,92,839	3·32	.....	1,19,92,839	3·32	1,14,07,148	53,00,733	—47,15,042	♠	...	...	...	261	52·49
1887	2,398·79	38,37,70,872	2,10,03,388	57,77,585	1·51	.....	57,77,585	1·51	1,01,56,779	80,30,322	—1,24,09,516	...	...	...	...	182	72·33
1888	2,441·73	39,71,81,200	2,57,79,305	83,66,598	2·11	.....	83,66,598	2·11	1,09,18,938	83,45,756	—1,08,98,096	...	...	...	...	202	67·37
1889	2,442·10	40,94,31,603	2,82,06,820	1,02,84,741	2·51	.....	1,02,84,741	2·51	1,13,76,516	83,98,768	—94,90,543	290	56·53	90	107·75	224	63·35
1890	2,465·78	41,85,37,620	2,73,99,035	1,02,57,601	2·45	.....	1,02,57,601	2·45	1,16,66,585	74,54,323	—88,63,307	283	54·95	88	110·72	219	62·36
1891	2,465·99	42,16,91,441	3,25,78,355	1,21,32,521	2·88	.....	1,21,32,521	2·88	1,20,67,542	80,05,299	—79,40,320	344	55·60	88	122·41	261	62·98
1892	2,526·06	43,00,61,140	2,64,35,665	94,50,960	2·20	.....	94,50,960	2·20	1,24,26,030	89,84,076	—1,19,59,146	280	55·58	79	131·08	208	64·25
1893	2,573·23	43,99,74,051	2,92,68,732	97,97,643	2·23	.....	97,97,643	2·23	1,27,61,682	90,98,545	—1,20,62,584	313	60·20	69	122·71	230	66·53
1894	2,528·21	45,06,76,395	3,23,14,097	1,28,25,181	2·85	.....	1,28,25,181	2·85	1,24,63,279	1,03,59,245	—99,97,343	347	53·11	76	122·95	253	60·31
1895	2,575·90	46,56,84,932	3,52,18,382	1,64,46,998	3·53	.....	1,64,46,998	3·53	1,35,01,193	1,03,17,385	—73,71,580	379	46·79	75	116·14	274	53·30
1896	2,713·91	48,10,61,362	2,94,41,749	1,18,86,409	2·47	.....	1,18,86,409	2·47	1,42,35,427	96,43,588	—1,19,92,606	292	54·68	75	97·77	220	59·55
1897	2,817·02	49,07,95,758	3,20,03,448	1,49,78,897	3·05	.....	1,49,78,897	3·05	1,45,40,208	90,95,191	—86,56,592	30.	49·70	72	93·76	225	54·38
1898	2,817·64	49,65,81,389	3,76,01,912	1,85,74,360	3·74	.....	1,85,74,360	3·74	1,50,41,459	86,35,849	—51,02,948	351	45·98	63	101·26	256	50·60
1899	2,944·80	50,27,26,310	3,52,21,759	1,60,89,223	3·20	.....	1,60,89,223	3·20	1,50,40,201	85,61,406	—75,12,384	326	47 73	58	123·43	232	54·32
1900	3,005·67	50,85,96,582	3,15,22,237	1,32,19,151	2·60	.....	1,32,19,151	2·60	1,54,25,164	85,76,682	—1,07,82,695	275	52·34	60	107·61	202	58·02
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	1,73,653	2,05,30,124	3·98	1,55,93,807	86,02,222	—36,65,905	350	45·41	69	99·55	255	50·32
1902	3,147·45	52,81,86,554	4,22,19,927	1,73,70,094	3·29	41,522	1,74,11,616	3·30	1,60,21,915	85,81,455	—71,91,784	360	53·63	67	112·42	262	58·62
1903	3,255·74	53,53,09,487	4,93,83,876	2,50,08,517	4·67	90,308	2,50,98,825	4 69	1,63,40,061	85,77,430	+1,81,334	421	44·42	65	106·94	294	49·36
1904	3,317·54	55,14,60,717	6,16,56,310	3,22,92,909	5·86	2,30,678	3,25,23,587	5·90	1,69,17,362	85,77,430	+70,28,795	519	42 29	75	113 47	361	47·60
1905	3,400·83	57,66,87,197	5,86,74,943	2,90,52,383	5·04	4,43,110	2,94,95,493	5·11	1,76,38,636	85,77,430	+32,79,427	493	46·65	75	94·82	338	50·46
1906	3,503·69	60,67,74,838	6,18,66,041	2,93,40,919	4·84	5,67,842	2,99,08,761	4·93	1,87,21,081	85,77,430	+26,10,250	495	48·22	77	101·07	343	52·57
1907	3,555·45	62,90,60,480	6,95,60,262	3,34,45,961	5·32	7,75,023	3,42,20,984	5·44	1,52,63,932	85 77,430	+1,03,79,632	540	47·08	78	112·58	377	51·87
1908	3,558·66	67,16,67,496	5,52,01,529	90,48,344	1·35	6,47,045	96,95,389	1·44	1,76,84,252	85,77,430	—1,65,66,293	416	76·71	81	148 06	298	83·58
1909	3,663·99	70,44,80,065	6,69,22,465	2,11,64,761	3·00	3,56,280	2,15,21,044	3·05	1,88,76,779	85.77,430	—59,33,165	503	62·32	81	138 07	351	68·37

N.B.—Statistics for the periods prior to 1886 will be found in the Report for 1907.

8(*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Amritsar to Tarn Taran	25-8-05	21-9 06	15·00	
Tarn Taran to Patti		30-12-06	12·60	
Total open line	...	...	...	27·60
Line under construction or sanctioned for construction—				
Patti to Kasur	9-1-09	4-4-10	27·46	27·46
GRAND TOTAL	...	...	...	55·06

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$, **NORTH WESTERN STATE RAILWAY SYSTEM**— *contd.*

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not yet been ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for construction, maintenance and working of the Amritsar-Patti railway.

7th May 1909 (between the Secretary of State and the Amritsar-Patti Railway Company) for construction, maintenance and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

The general conditions of the contract are as follows :—

Government aid.—At the end of each year a rebate is allowed up to 45 per cent of the gross earnings from traffic (except the earnings derived from the carriage of stores) interchanged between the North Western State railway and the Amritsar-Patti railway as shall together with the net earnings of the Company make up an amount equal to interest for the year at a rate of 5 per cent per annum on the actual capital expenditure *plus* Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction which will be increased to Rs. 7,200 on the opening of the Patti-Kasur extension. Land provided free.

Currency of contract.—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company nor be less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 45 per cent of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 (which will be increased to Rs. 15,000 on the opening of the Patti-Kasur extension) for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . .	27·49	11,90,964	15,368	8,452	0·71	69	45·00
1907 . .	27·49	14,19,465	1,61,280	88,704	6·25	113	45·00
1908 . .	27·49	14,87,400	1,79,461	98,703	6·63	126	45·00
1909 . .	27·60	17,88,129	2,18,369	1,20,103	6·72	152	45·00

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Frontier of the Kashmir State to the left bank of the Tawi near Jammu . . .	25-2-88	15-3-90	15·98	15·98

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western State railway from traffic interchanged with this section.

Currency of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western State railway works and maintains the line for 55·5 per cent of its gross earnings, which includes both hire of necessary locomotives and rolling-stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western State railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western State railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western State railway.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western State railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	15·92	9,62,284	54,881	24,422	2·54	9,258	33,680	3·50	66	55·50
1904	15·99	9,62,208	56,231	25,023	2·60	8,655	33,678	3·50	68	55·50
1905	15·98	9,62,208	66,842	29,745	3·09	4,540	34,285	3·56	80	55·50
1906	15·98	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907	15·98	9,79,109	80,172	35,677	3·64	—684	34,993	3·57	96	55·50
1908	15·98	9,93,606	85,390	37,999	3·82	...	37,999	3·82	103	55·50
1909	15·98	10,01,019	83,927	37,347	3·70	...	37,347	3·70	101	55·50

N.B.—Statistics for the periods prior to 1903 will be found in the Report for 1907.

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Ludhiana *vid* Dhuri to Jakhal	6-10-99	10-4-01	78·65	78·65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 9—*contd.*

[APPENDIX 35 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western State railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western State railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{5}$th and $\frac{4}{5}$ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

	TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1901 . .	78·66	43,10,406	2,02,297	91,034	2·11	The decrease in capital outlay in 1903 was due to credits.	68	55·00
1902 . .	78·66	43,24,799	4,05,005	1,82,252	4·21		99	55·00
1903 . .	78·66	41,19,964	3,15,026	1,41,762	3·44		77	55·00
1904 . .	78·66	41,19,634	3,46,059	1,55,727	3·78		85	55·00
1905 . .	78·66	41,22,517	5,15,007	2,31,753	5·62		126	55·00
1906 . .	78·65	41,70,608	6,44,063	2,89,829	6·95		157	55·00
1907 . .	78·65	41,81,658	6,45,356	2,90,410	6·94		158	55·00
1908 . .	78·65	41,86,647	6,24,593	2,81,067	6·71		153	55·00
1909 . .	78·65	41,89,158	6,13,490	2,76,070	6·59		150	55·00

8(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Rajpura to Patiala	7-12-83	1-11-84	15·77	
Patiala to Bhatinda	April 1888	13-10-89	90·68	
Total . .	...	...	...	106·45

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western State railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western State railway for working, from 55 to 52, with effect from 1st January 1904.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

The general conditions of the contract are as follows :—

Government aid.—*Nil.* The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western State railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent of the gross earnings to end of 1903 and 52 per cent thereafter.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	107·05	67,05,785	6,93,804	3,12,211	4·66	125	55·00
1901	107·05	67,10,823	8,60,642	3,87,289	5·77	155	55·00
1902	107·05	67,12,977	8,40,947	3,78,426	5·64	151	55·00
1903	107·05	67,18,890	9,64,002	4,33,801	6·46	173	55·00
1904	107·05	67,23,431	10,67,925	5,12,604	7·62	192	52·00
1905	107·05	67,18,831	12,53,390	6,01,628	8·95	225	52·00
1906	107·05	68,02,580	11,87,134	5,69,825	8·38	213	52·00
1907	107·05	68,14,790	14,80,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00
1909	106·45	68,69,482	13,15,393	6,31,388	9·19	237	52·00

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

8(*f*) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E., M.I.C.E.

Secretary.—Urban Broughton, Esq.

Offices.—Egypt House, 36, New Broad Street, London, E.C.

The railway runs from Delhi, *viâ* Bhatinda, to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *viâ* Ambala and Lahore.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Delhi *viâ* Bhatinda to Samasata	...	10-11-97	399·89	
Independent entrance from Delhi Brewery to Delhi	...	e 20-12-09	0·79	
Branch—				
Narwana to Kaithal	...	1-2-99	23·38	
Total	...	...	...	424·06

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.

Ballast.—The line is ballasted throughout with broken brick and stone.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 333.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*f*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" Extension, 8 (*g*).

24th June 1909 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Sutlej Valley railway.

The general conditions of the contracts are as follows:—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western State railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western State railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1929 or on the 31st December 1934 or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1954, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent of the gross earnings. Surplus profits in excess of 3¾ per cent per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western State railway takes all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western State railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. S. ry., (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1897 .	399·80	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·54	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	52	52·00
1898 .	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49		74	52·00
1899 .	423·18	2,26,68,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48		73	52·00
1900 .	423·93	2,26,57,963	16,36,280	7,89,360	3·48	+ 3,562	7,92,922	3·50		74	52·00
1901 .	423·93	2,25,70,734	24,96,333	11,98,240	5·31	—1,73,653	10,24,587	4·54		113	52·00
1902 .	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—41,522	8,90,418	3·90		88	52·00
1903 .	425·33	2,28,27,906	21,59,158	10,36,396	4·54	—90,308	9,46,088	4·14		98	52·00
1904 .	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,30,678	10,88,094	4·74		124	52·00
1905 .	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,43,110	13,04,269	5·66		165	52·00
1906 .	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,67,842	14,32,346	6·19		188	52·00
1907 .	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,023	16,42,955	7·09		228	52·00
1908 .	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,47,045	14,86,149	6·37		202	52·00
1909 .	424·06	2,35,69,932	33,15,733	15,91,551	6·75	—3,56,157	12,35,394	5·24		150	52·00

8(*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
dhiana to Ferozepore	12-11-03	10-6-05	76·68	
pore to MacLeod Ganj		10-2-06	75.36	
Total .	...	...	...	152·04

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8 (*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [8 (*f*)], except as follows :—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western State railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana Extension, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the net earnings of the Company in respect of the Ludhiana Extension will make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western State railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 . .	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906 . .	155·05	79,33,781	6,29,557	3,02,187	3·81	+33,318	3,35,505	4·23	83	52·00
1907 . .	152·04	83,43,814	8,98,142	4,31,108	5·17	+31,163	4,62,271	5·54	112	52·00
1908 . .	152·04	87,92,087	8,31,931	3,99,327	4·54	+16,826	4,16,153	4·73	105	52·00
1909 . .	152·04	89,14,112	7,88,692	3,78,573	4·25	+35,203	4,13,776	4·64	100	52·00

8 (*h*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000, the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western State railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Kalka to Simla station	29-6-98	9-11-03	59·44	
Simla station to Old Bullock Train Office	25-3-08	27-6-09	0·48	
Total .	...	...	...	59·92

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$ **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*h*) Kalka-Simla railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Terms of contract—*Nil.* The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs		Rs.	
1906 . . .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,655	—2,83,530	247	59·82
1907 . . .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	—1,78,295	300	56·22
1908 . . .	59·44	1,83,44,085	9,64,623	2,90,131	1·58	5,67,129	—2,76,998	312	69·92
1909 . . .	59·92	1,88,14,812	9,81,289	2,99,679	1·27	5,81,632	—3,41,953	316	75·58

N.B.—Statistics for the periods prior to 1906 will be found in the Report for 1907.

8 (*i*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it has been converted into 5′ 6″ gauge and merged in the North Western State railway proper in 1908. The Kohat-Thal railway is also under conversion.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Kohat to Thal	31-10-00	1-4-03	61·75	61·75

Details of construction—

Permanent-way.—The line is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—*Nil.* The line is owned and worked by the State.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . .	29·70	49,49,378	29,225	9,388	0·19	31	67·88
1903 . .	91·73	56,70,700	1,33,533	—99,560	...	34	174·56
1904 . .	91·73	60,16,204	1,61,437	—1,97,565	...	34	222·38
1905 . .	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906 . .	91·73	61,72,723	2,39,257	—1,04,516	...	50	149·68
1907 . .	91.73	61,72,701	2,28,189	—1,69,984	...	48	174·49
1908 . .	61·75	42,64,510	1,06,963	—3,50,398	...	33	427·59
1909 . .	61·75	42,68,969	1,04,952	—2,34,978	...	33	323·89

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*j*) Nowshera-Durgai railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Nowshera to Durgai	15-5-99	1-1-01	40·25	40·25

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract.—*Nil.* The railway is owned and worked by the State.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . .	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902 . .	40·25	24,92,716	1,06,949	—55,905	...	51	152·27
1903 . .	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904 . .	40·25	25,08,059	1,45,118	3,963	0·16	69	97·29
1905 . .	40·25	25,53,071	1,41,656	—11,574	...	68	109·17
1906 . .	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907 . .	40·25	25,76,543	1,73,232	9,924	0·39	83	94·27
1908 . .	40·25	25,99,122	1,98,567	28,729	1·10	95	85·53
1909 . .	40·25	25,92,909	2,04,475	5,747	0·23	98	97·19

8 (*k*) Dandot Light railway (2′ 0″ gauge)—

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery which is worked for the benefit of the railway only. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Progress in opening—

Sections of railway.	Date of sanction	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Dandot station to the mouth of the main mine	...	5-7-89	1·89	
Head of middle incline to shaft No. 10 of outcrop mine	...	1-7-93	1·29	
Head of upper incline to Pidh coal platform	...	6-6-95	3·00	
TOTAL .	...	...	...	6·18

Details of construction—

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contract.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included in the accounts of the Dandot colliery.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Main head 8 / Sub-heads (*a*) to (*n*). **NORTH WESTERN STATE RAILWAY SYSTEM—*concld.***

8 (*l*) Khanpur-Chachran railway (5′ 6″ gauge)—

This line will be constructed by the agency of the North Western railway from funds to be supplied by the Bahawalpur Durbar.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Khanpur to Chachran	13-8-09	...	23·27	23·27

8 (*m*) Sutlej Valley railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Kasur to Lodhran	16-9-08.	Probable date June 1910.	209·46	209·46

Terms of contracts—

This railway, when open, will be worked as a part of the Southern Punjab railway under the contracts and conditions relating to the latter except as follows :—

Government aid.—Government shall allow the Southern Punjab Railway Company for each half year, by way of rebate, on the net earnings of the North Western State railway such a sum as together with the net earnings of the Company in respect of this railway will be equal to interest at 4½ per cent per annum on the capital expended, provided that if in any year the rebate so ascertained shall exceed the aggregate of (1) net earnings attributable to the North Western State railway derived from the interchanged traffic and from through traffic between stations on the North Western State railway sent over the Sutlej Valley railway, and (2) such surplus of net earnings of the North Western State railway in respect of traffic subject to rebate under the contracts of 1895 or 1905, then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

Terms of working.—If the Company's net earnings in respect of this railway for any year do not exceed the amount of interest at 4½ per cent per annum on the total capital expenditure, the Company shall be entitled to whole of such net receipts, but any surplus of such net receipts for any year shall be divided at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the Company and three-fourths to the Secretary of State.

8 (*n*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Mlles.
Kalabagh to Bannu	30-12-09	...	83·21	
Branch to Makarwal coal fields		...	11·00	
TOTAL	...	...	...	94·21

Number Main head 9 / Sub heads (*a*) to (*c*). **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—**

Lines comprised in the system.—The Oudh and Rohilkhand State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand State railway (5′ 6″ gauge)	1,229·11	251·22	1,480·33
(3′ 3⅜″ gauge)	1·81	...	1·81
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,342·56	251·22	1,593·78

Running powers—

		Miles.
Home line over Foreign line :—		
Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only		13·00
Meerut City to Meerut Cantonment, North Western State railway, for passenger trains only		2·75
	Total	15·75
Foreign lines over Home line :—		
Great Indian Peninsula railway at Cawnpore, for passenger and goods trains		0·86
,, ,, ,, ,, Cawnpore to Lucknow, for passenger trains only		44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only		10·00
		55·49
Bengal and North Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge)	for passenger and goods trains.	79·60 / 1·81
,, ,, ,, ,, Benares Cantonment to Benares City		0·52
Rohilkund and Kumaon railway, over Ramgunga bridge between Bareilly and Basharatganj		0·40
,, ,, ,, ,, ,, ,, Dalpatpur and Moradabad		
		82·33

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Moghal Sarai to mile 3·55	...	22-12-62	3·55	
From mile 3·55, south of the Dufferin bridge to Kashi (Benares Ganges) station	...	1-10-87	4·25	
From Kashi (Benares Ganges) station to Benares Cantonment	...	18-6-88	1·50	
Benares Cantonment to Rae Bareli	Oct. 1895	4-4-98	138·36	
Rae Bareli to Lucknow	5-8-91	18-10-93	48·56	
Lucknow to Sandila	...	1-2-72	30·00	
Sandila to Hardoi	...	15-7-72	33·00	
Hardoi to Shahjahanpur	...	1-3-73	39·00	
Shahjahanpur to Pitambarpur	...	8-9-73	32·00	
Pitambarpur to Bareilly	...	1-11-73	13·00	
Bareilly to Moradabad (chord line *vid* Rampur)	4-12-91	8-6-94	56·07	
Moradabad to Nagina	29-8-81	8-10-84	47·25	
Nagina to Najibabad		1-4-85	13·79	
Najibabad to Saharanpur		1-1-86	58·25	
			518·49	
Benares-Lucknow loop—				
Benares Cantonment to Shahganj	...	5-1-74	56·03	
Shahganj to Bilwai	...	1-5-74	7·00	
Bilwai to Malipur	...	17-4-74	9·00	
Malipur to Akbarpur	...	2-3-74	12·00	
Akbarpur to Fyzabad	...	10-6-73	36·00	
Fyzabad to Bara Banki	...	25-11-72	62·00	
Bara Banki to Lucknow	...	1-1-72	17·00	
			199·03	
Bareilly-Moradabad loop—				
Bareilly to Ukka	...	22-12-73	5·00	
Ukka to Aonla	...	1-11-73	11·00	
Aonla to Chandausi	...	10-6-73	27·00	
Chandausi to Moradabad	...	28-10-72	27·50	
			70·50	
Total Main and Loop lines	...	...	...	788·02
Branches on the main line—				
Cawnpore branch—				
Lucknow to Cawnpore	Jany. 1864	23-4-67	42·00	
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	...	15-7-75	3·22*	
Passenger approach to the East Indian railway at Cawnpore	...	21-2-88	0·23	
			45·45	
Meerut branch—				
Hapur to Meerut	3-4-03	7-11-04	18·09	
Madhoganj branch—				
Balamau to Madhoganj	15-8-02	20-12-03	14·50	
Sandi extension—				
Madhoganj to Bilgram	23-10-08	15-11-09	7·69	
Ghaziabad branch—				
Moradabad to Gajroula	8-4-97	1-4-00	33·40	
Gajroula to Ghaziabad		25-11-00	53·37	
			86·77	
Kotdwara branch—				
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	Oct. 1895	24-12-96	15·19	
Hardwar branch—				
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	15-5-83	1-1-86	13·53	
Left bank of the Ganges Canal near Jawalapur to Hardwar		20-8-86	3·53	
			17·06	
Branches on Benares-Lucknow loop—				
Ajodhya Ghat branch—				
Ranupali to Ajodhya Ghat	16-12-82	15-11-86	3·22	
Allahabad branch—				
Fyzabad to Sultanpur	8-11-01	1-2-04	35·50	
Sultanpur to Siwait		1-7-03	47·05	
Siwait to Phaphamau		20-1-04	3·27	
Phaphamau to Allahabad		1-1-05	7·00	
			92·82	
Phaphamau branch—				
Phaphamau to Mariahu	2-10-03	18-6-06	47·51	
Mariahu to Zafarabad		1-1-07	10·67	
			58·18	
Bahramghat branch—				
Bara Banki to Bahramghat	...	20-11-72	21·52†	
Branches on the Bareilly-Moradabad loop—				
Aligarh branch—				
Chandausi to Rajghat	...	28-10-72	30·48	
Rajghat to Aligarh	...	1-2-72	30·12	
			60·60	
Benares City branch—				
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western) (*3′ 3⅜″ gauge*)	...	1-4-99	1·81	
Total branches	...	...	...	442·90
TOTAL OPEN MILEAGE, OUDH AND ROHILKHAND STATE RAILWAY PROPER, CARRIED OVER	...	...	...	1,230·92

* Of this 0·59 mile on the Cawnpore bridge is mixed (5′ 6″ and 3′ 3⅜″) gauge.

† Of this the length from Burhwal to Bara Banki, 16·79 miles, is mixed (5′ 6″ and 3′ 3⅜″) gauge.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c).}}$ **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Total open mileage, brought forward	...	...	...	1,230·92
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Allahabad-Rae-Bareli-Cawnpore railway—				
Dalmau to Munshiganj	5-3-09	Probable date March '11.	15·32	
Phaphamau to Unao			114·58	
Rae Bareli to Mustafabad			23·41	
Balamau to Misrikh	23-10-06	9-3-10	22·50	
Misrikh to Sitapur		5-4-10	14·62	
Rosa to Sitapur		May '10	51·36	
Bilgram to Sandi	23-10-08	9-3-10	9·43	
Total under construction	...	...	...	251·22
Grand total, Oudh and Rohilkhand railway	...	...	...	1,482·14
Double line—				
Lucknow to Kakori	1-5-08	11-10-09	8·33	

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, and about 200 miles are practically complete. The Benares-Lucknow loop is laid throughout with 75-lb. flat-footed steel rails. On most of the branches the greater part of the rails are 75-lb. flat-footed steel. On the Ajodhya Ghat, Bahramghat, Madhoganj and Kotdwara branches they are partly 60-lb. flat-footed iron and partly 60-lb. steel rails. The portions of the Bareilly-Moradabad loop and Aligarh branch which were previously laid with 60-lb. flat-footed steel rails are now being relaid with the second-hand 75-lb. flat-footed steel rails removed from the main line.

The sleepers are of the following types:—Stamped steel bowls, cast-iron pots, steel trough transverse and wood (sal, deodar, jarrah, teak, pine and New South Wales hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara branch.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle. The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branches and a portion of the Allahabad-Jaunpur railway.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except for the Kotdwara branch where it is 1 in 100 and for the Lhaksar-Saharanpur section of the main line where it is 1 in 150.

Terms of contracts—

Nil. The railway is owned and worked by the State.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (e)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I. Includes the Cawnpore-Burhwal (3′ 3⅜″ gauge) Link, 9 (*e*).							TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs	
1889	692·55	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	—7,67,822	209	44·24
1890	692·55	9,27,89,280	73,81,396	37,54,478	4·05	44,23,109	—6,68,631	205	49·14
1891	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+2,16,792	238	42·29
1892	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	—2,63,082	237	41·28
1893	741·11	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	—4,84,005	239	42·44
1894	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	—5,75,063	262	45·47
1895	797·18	10,65,05,148	1,02,94,880	52,55,948	4·93	64,26,370	—11,70,422	248	48·95
1896	830·15	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	—17,79,822	209	49·97
1897	891·97	11,44,19,239	85,15,356	36,96,778	3·23	59,77,486	—22,80,708	186	56·59
1898	1,030·36	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	—5,68,520	190	46·12
1899	1,030·36	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,292	+1,01,393	208	45·45
1900	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,28,185	—6,36,458	209	51·44
1901	1,118·94	12,89,85,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902	1,119·24	13,66,82,842	1,31,65,792	64,11,336	4·69	64,79,103	—67,767	230	51·30
1903	1,180·79	14,54,28,164	1,39,49,922	72,31,862	4·97	68,40,953	+3,90,909	232	48·16
1904	1,237·65	14,96,63,929	1,52,96,206	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905	1,244·65	15,37,92,919	1,53,85,913	63,43,667	4·12	71,68,431	—8,24,764	238	58·77
1906	1,292·16	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	+2,49,721	249	52·54
1907	1,302·83	16,40,20,116	1,81,93,069	65,62,413	4·00	70,99,564	—5,37,151	269	63·93
1908	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,73.210	—24,44,057	239	68·88
1909	1,310·52	17,78,51,571	1,61,86,594	45,93,282	2·58	76.42,849	—30,49,567	238	72·76

N.B.—Statistics for the periods prior to 1889 will be found in the Report for 1907.

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Hardwar to Dehra	18-11-96	1-3-00	32·04	32·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sâl and Australian sleepers.

Ballast.—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract :—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Interest at 3 per cent per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land was provided free of charge.

Terms of contract.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent, nor is less than the total capital expenditure.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Main head 9 / Sub-heads (*a*) to (*c*). **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*concld.***

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Power of Company to surrender contract.—Nil.

Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one and a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand State railway.

Statistics of working—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1900 .	32·04	25,67,093	1,60,485	80,243	3·13	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	115	50·00
1901 .	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254		128	50·00
1902 .	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597		152	50·00
1903 .	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050		158	50·00
1904 .	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514		158	50·00
1905 .	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574		188	50·00
1906 .	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684		201	50·00
1907 .	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731		232	50·00
1908 .	32·04	29,44,092	3,76,334	1,88,167	6·39	88,185	49,991	+49,991		226	50·00
1909 .	32·04	29,65,357	3,68,624	1,84,312	6·21	88,734	47,789	+47,789		221	50·00

9 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Burhwal to Daliganj	Oct. 1894	24-11-96	*34·57	
Aishbagh to Cawnpore		25-4-97	†45·03	
TOTAL .	...	...	...	79·60

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand State railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand State railway 80 per cent, which has, with effect from the 1st July 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand State railway [9 (*a*)].

* Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
† Including the length on the Cawnpore bridge, 0·59 mile, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M. P.
Managing Director.—N. G. Priestley, Esq.
Offices.—91, York Street, Westminster, S. W.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the late Madras railway with branches, and the Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, which were worked by the late Madras Railway Company up to the 31st December 1907, were taken over by the South Indian Railway Company, who from the same date made over to the amalgamated Madras and Southern Mahratta Railway Company their 3′ 3⅜″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur and obtained running powers over the Madras-Bangalore section. The Shoranur-Cochin Native State line was also transferred from the late Madras Railway Company to the South Indian Railway Company for working from the same date.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	876·80	13·88	890·68
(*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*d*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*e*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(*h*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)	50·41	...	50·41
(*i*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)	58·05	..	58·05
(*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)	18·53	60·50	79·03
(*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
Total	1,694·68	74·38	1,769·06

Running powers—

Home line over foreign line—

	Miles.
Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains	219·00

10 (*a*) South Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
West distant signal at Jalarpet to Tirupattur	...	23-5-60	4·65	
Tirupattur to Salem	...	1-2-61	69·98	
Salem to Sankaridrug	...	1-12-61	23·68	
Sankaridrug to Podanur	...	12-5-62	71·18	
Podanur to Pattambi	...	14-4-62	64·96	
Pattambi to Kuttippuram	...	23-9-61	11·50	
Kuttippuram to Tirur	...	1-5-61	9·39	
Tirur to Kadalundi	...	12-3-61	16·31	
Kadalundi to Calicut	...	2-1-88	9·25	
Calicut to Badagara	...	1-10-01	28·95	
Badagara to Tellicherry	...	1-5-02	13·50	
Tellicherry to Cannanore	...	20-5-03	13·00	
Cannanore to Azhikal	...	15-3-04	4·10	
Azhikal to Hosdrug	...	21-8-06	34·52	
Hosdrug to Kasaragod	...	1-10-06	14·22	
Kasaragod to Kumbla	...	17-11-06	7·62	
Kumbla to Mangalore	...	3-7-07	20·91	
	Total main line ...	...	...	417·72
Nilgiri branch—				
Podanur to Coimbatore	...	1-2-73	3·78	
Coimbatore to Mettupalaiyam	...	31-8-73	21·97	
		...	25·75	
Palghat branch—				
Olavakkot to Palghat	...	2-1-88	2·47	
	Total branches ...	...	...	28·22
Total open mileage, South Indian railway, 5′ 6″ gauge	...	...	...	445·94

Details of construction—

Permanent-way.—The rails are 75-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, sâl and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Cannanore and Azhikal 1 in 100; between Azhikal and Mangalore 1 in 90; between Podanur and Mettupalaiyam, 1 in 80; and between Olavakkot and Palghat, 1 in 106.

Terms of contract—

Up to the 31st December 1907 the line was worked by the late Madras Railway Company as an integral part of their railway. With effect from the 1st January 1908 it was made over to the South Indian Railway Company to be worked as an integral part of their undertaking under the terms of the contract of 2nd March 1909 between the Secretary of State and the South Indian Railway Company which provides for the Company receiving the entire earnings of the line and paying to Government the sums mentioned in sub-paragraphs (iii) and (iv) of "Terms of working" under South Indian railway (3′ 3⅜″ gauge), 10 (*b*).

Statistics of working.—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs		Rs.	
1908	445·94	6,42,27,971	57,25,148	25,25,034	3·93	247	55·90
1909	445·94	6,43,58,255	62,30,385	28,18,753	4·38	269	54·76

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
MADRAS-TUTICORIN SECTION—				
Main line—				
Madras (Beach Joint to Beach old)	1900	15-1-00	0·11	
Madras Beach old to Park		1-1-79	1·82	
Madras (Park) to Tindivanam	25-2-73	1-9-76	76·05	
Tindivanam to Cuddalore (Old town)		1-1-77	52·01	
Cuddalore (Old town) to Porto Novo		1-7-77	17·15	
Porto Novo to Chidambaram		1-10-78	6·73	
Chidambaram to Coleroon		1-7-79	4·57	
Coleroon to Shiyali	12-6-74	1-1-78	6·06	
Shiyali to Mayavaram		1-1-77	12·24	
Mayavaram to Tanjore		15-2-77	43·76	
Tanjore to Trichinopoly Junction	May 1859	11-3-62	31·14	
Trichinopoly Junction to Madura	2-3-72	1-9-75	96·04	
Madura to Tuticorin		1-1-76	98·71	
Tuticorin to Foreshore	1899	7-8-99	0·41	
Total Main line	...	...	...	446·80
Branches—				
Arkonam branch—				
Chingleput to Walajabad	Nov. 1879	1-8-80	13·66	
Walajabad to Conjeeveram		1-1-81	7·94	
Conjeeveram to Arkonam	11-3-64	8-5-65	17·65	
			39·25	
Pondicherry branch—				
Villupuram to the Gingee river, inclusive of the bridge over the river	May 1879	15-12-79	16·47	
Nagore branch—				
Tanjore to Tiruvallur	May 1859	2-12-61	33·83	
Tiruvallur to Negapatam		15-7-61	14·33	
Negapatam to Nagore	11-11-98	1-12-99	4·67	
			52·83	
Pulliarpati Quarry branch—				
Tanjore to Pulliarpati quarry buffer end	1898	1-7-98	4·57	
Erode branch—				
Trichinopoly Junction to Fort	May 1859	11-3-62	2·52	
Trichinopoly Fort to Karur		3-12-66	44·65	
Karur to Kodumudi		1-7-67	16·71	
Kodumudi to Erode		1-1-68	23·53	
			87·41	
Pamban branch—				
Madura to Mandapam	21-4-99	1-8-02	89·50	
Pamban to Rameswaram	...	1-8-06	6·95	
Rameswaram to Dhanushkodi	...	10-12-08	11·30	
			107·75	
Tinnevelly branch—				
Maniyachi to Tinnevelly	2-3-72	1-1-76	18·00	
Wharf branch—				
Cuddalore (Old town) to Wharf	1899	7-8-99	1·54	
Capper Quarry branch—				
Junction with main line to Capper Quarry	1900	15-4-00	0·86	
Salt branch—				
Tuticorin to buffer end of Livingepuram	1899	12-11-99	2·39	
Total Branches	...	...	...	331·07
TOTAL MADRAS-TUTICORIN SECTION	...	...	...	777·87
VILLUPURAM-KATPADI SECTION—				
Main line—				
Villupuram to Tiruvannamalai	Nov. 1888	17-11-90	41·80	
Tiruvannamalai to Katpadi		18-3-91	57·13	
TOTAL VILLUPURAM-KATPADI SECTION	...	...	...	98·93
TOTAL OPEN MILEAGE, SOUTH INDIAN RAILWAY (3′ 3⅜″ GAUGE)	...	...	...	876·80
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Mandapam to Toni Torai	16-9-04	...	1·86	
Toni Torai to Pamban	16-9-04	...	1·33	
Tangachimadam to Port Ampthill	16-9-04	...	1·69	
Tirupachetti to Sivagunga	21-4-99	...	9·00	
Total Lines under construction	...	...	...	13·88
GRAND TOTAL, SOUTH INDIAN (3′ 3⅜″ GAUGE)	...	...	...	890·68

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*b*) South Indian railway (3' 3⅜" gauge)—*contd.*

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sâl, pynkado, west coast teak, jarrah and irul wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

2nd March 1909 (between the Secretary of State and the South Indian Railway Company) providing for the relinquishment of the section of the Company's line north of Katpadi and the taking over of the Jalarpet-Mangalore section of the late Madras railway.

26th October 1909 (between the Secretary of State and the South Indian Railway Company) for construction and working of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway as an integral part of the undertaking.

The general conditions of the contracts are as follows :—

Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

* Company's stock at date of purchase ...	£ 3,208,280
Premium	989,277
	4,197,557

Currency of contract.—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

NOTE.—The Secretary of State for India gave notice of his intention to terminate his contract with the Company on the 31st December 1910.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the railway there will be deducted—

(*i*) the working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government);

(*ii*) payment to Government of the equivalent in rupees of interest at—

(*a*) 3 per cent on £1,000,000, the Company's capital;

(*b*) 4½ per cent on £425,000, the irredeemable debenture stock of the old Company;

(*c*) 3½ per cent on the debenture stock issued and upon the principal moneys owing in respect advances made for the Pamban branch; and

(*d*) 3 per cent on the net expenditure shown by the capital advance, stores and capital accounts;

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*contd.*

Terms of working—concld.

(*iii*) 19½ lakhs of rupees on account of earnings of the Jalarpet-Mangalore section added to the Company's system *less* Rs. 4,00,000, the earnings of the section relinquished ; and

(*iv*) a sum of Rs. 2,34,863 in each year representing the net yearly income derived by the Company from the traffic interchanged between the Madras-Bangalore and the Jalarpet-Mangalore sections.

And the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each, capital expended on and after, but not before, 1st January 1908 on the lines transfefred to the South Indian railway being added to the capital account of the South Indian railway save and except capital expended on the extension of the Nilgiri railway, from Coonoor to Ootacamund, which shall not be so included even if incurred after the 1st January 1908.

Rates and Fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.*	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	900·76	7,72,11,806	70,36,756	24,29,625	3·15	35,89,736	70,901	−12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,53,591	3·65	39,51,093	76,586	−11,74,088	137	63·01
1893	1,041·51	7,63,31,043	80,92,415	31,15,918	4·08	38,58,152	1,41,676	−8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,55,059	−11,53,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,60,599	−6,41,190	165	56·29
1896	1,041·59	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	−3,19,344	165	54·98
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	+ 82,823	170	53·20
1898	1,017·88	7,45,21,873	84,67,581	38,35,527	5·15	37,49,521	2,66,184	−1,80,178	157	54·70
1899	1,030·53	7,53,12,929	84,74,461	39,83,540	5·29	36,38,393	3,01,776	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,825	43,37,916	5·76	36,62,994	3,68,699	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,786	5,43,890	+11,47,550	188	46·62
1902	1,123·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,33,246	+13,36,055	189	46·10
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,06,079	7,89,547	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,790	8·24	40,55,602	7,16,725	+21,90,463	214	44·35
1905	1,123·05	8,62,95,191	1,29,34,476	65,77,330	7·62	40,05,713	6,30,603	+19,41,014	221	49·15
1906	1,130·00	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,723	4,94,281	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,813	7·91	38,76,608	6,71,818	+26,21,387	240	49·22
1908	1,395·61	15,07,19,882	2,04,61,326	94,20,016	6·25	29,53,099	6,98,860	+57,68,057	282	53·96
1909	1,395·61	15,57,78,715	2,17,41,647	1,01,90,046	6·54	31,34,655	7,44,562	+63,10,829	300	53·13

Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, 10 (*a*), (*d*), (*j*) and (*k*) from 1908.

N. B.—Statistics for the periods prior to 1891 will be found in the Report for 1907.

10 (*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Karaikkal to Peralam	July 1895	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10(*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The railway is worked under the following contract :—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, *plus* 5 per cent of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line revenue stores and stores and workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	14·65	7,29,715	24,608	9,478	1·30	32	61·48
1901	14·65	7,23,786	30,450	13,314	1·84	40	56·28
1902	14·65	7,23,786	32,736	14,619	2·02	43	55·34
1903	14·65	7,23,786	38,933	19,864	2·74	51	48·98
1904	14·65	7,23,786	36,945	—29,432	...	48	179·66
1905	14·65	7,23,786	36,922	4,406	0·61	48	88·07
1906	14·65	7,23,786	39,035	—4,426	...	51	111·32
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·96	58	67·32
1909	14·65	7,23,786	46,125	13,590	1·88	61	70·54

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

10 (*d*) Nilgiri railway (3′ 3⅜″ gauge)—

The Nilgiri railway was originally registered as a Company on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by Government.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Mettupalaiyam to Coonoor	Probably in 1892	15-6-99	16·99	
Coonoor to Fernhill	6-11-03	15-9-08	10·86	
Fernhill to Ootacamund	6-11-03	15-10-08	1·11	
TOTAL	...	...	...	28·96

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Terms of contract—

The railway is the property of the State and was worked by the old Madras Railway Company up to the 31st December 1907 on behalf of the State. With effect from 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking under the terms of the contract of 2nd March 1909 between the Secretary of State and the South Indian Railway Company.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*d*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1).	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,36,030	42,991	0·63	223	87·21
1909	28·96	70,32,241	4,08,791	53,657	0·76	271	86·87

N.B.—Statistics for the periods prior to 1908 will be found in the Report for 1907.

10 (*e*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of southern India and of developing the resources of the French territory.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
East bank of the Gingee river to Pondicherry	June 1878	15-12-79	7·85	7·85

Details of construction—

Permanent-way.—The line is laid principally with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 12 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking including the Pondicherry railway.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	7·85	5,68,543	46,737	23,193	4·08	115	50·38
1901	7·85	5,68,543	60,174	32,366	5·69	147	46·21
1902	7·85	5,68,543	70,478	37,960	6·68	173	46·14
1903	7 85	5,68,543	73,416	44,258	7·78	180	39·72
1904	7·85	5,68,543	60,119	33,662	5·92	147	44·01
1905	7·85	5,68,543	58,414	29,827	5·25	143	48·94
1906	7·85	5,68,543	55,026	24,536	4·32	135	55·41
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,018	35,880	6·31	189	53·41
1909	7·85	5,68,543	86,073	39,163	6·89	211	54·50

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Shoranur to Ernakulam	28-4-99	2-6-02	64·75	64·75

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.
Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.
Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.
Curves.—The sharpest curve is of 818·57 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Terms of contract—

The Shoranur-Cochin railway is the property of the Cochin State and was worked by the old Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company for working under the following agreement :—

Agreement of—1st January 1908 (between His Highness the Raja of Cochin and the South Indian Railway Company) for maintenance and working.

The general conditions are as follows :—

Government aid.—*Nil.* The line is the property of the Raja of Cochin.

Currency of agreement.—The agreement is to remain in force until the Company's contract of 24th November 1890 with the Secretary of State is terminated, or if that contract is renewed this agreement shall continue in force, provided that either party may terminate it any time by giving 12 months' previous notice expiring on 30th June or before 31st December in any year.

Terms of working.—In refund of the expenditure incurred by the South Indian Railway Company in working this railway the Cochin State pay to the Company half-yearly :—

(*a*) All expenditure on account of renewals as distinguished from maintenance expenditure incurred.
(*b*) Share of working expenses attributable to this railway.
(*c*) One per cent of net earnings on account of special contribution to the Railway Company's Provident Fund.
(*d*) Interest on the cost of Shoranur Junction station.

And the balance of gross earnings exceeding 2 per cent of the booked capital expenditure is divided between the Cochin State and the Company in the proportion of ⅘ths to the former and ⅕th to the latter.

Rates and fares—are the same as are generally applicable to the system of railways worked by the Company.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	64·75	63,66,301	1,34,845	73,299	1·15	69	45·64
1903	64·75	64,41,390	3,52,964	1,98,023	3·07	105	43·90
1904	64·75	67,88,610	3,92,782	1,94,244	2·86	117	50·55
1905	64·75	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906	64·75	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907	64·75	69,34,602	4,17,179	1,35,752	1·96	124	67·46
1908	64·75	69,44,148	4,44,076	2,00,352	2·89	132	54·88
1909	64·75	69,86,248	5,16,290	2,60,923	3·73	153	49·46

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway, or benefitted by its construction. It was entirely a new departure, and has opened the way for the provision of railways, for which Government are unable to find the money immediately, when the District Board has raised sufficient capital from its cess.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (g) Tanjore District Board railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Mayavaram to Tiruvallur	10-8-91	2-4-94	54·08	
Tiruvallur to Mutupet	June 1890			
Mutupet to Pattukkottai	15-11-00	20-10-02	17·03	
Pattukkottai to Arantangi	15-11-00	31-12-03	28·35	
Arantangi to Quarry	...	23-8-06	3·90	
Total	...	...	...	103·36

Details of construction—

Permanent-way.—The line is laid with first-class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second-class iron rails on sâl, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract :—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which percentage shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), *plus* 5 per cent of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1900	54·08	26,50,776	2,32,280	97,782	3·69	1,02,734	−4,952	83	57·90
1901	54·08	32,17,511	2,90,637	1,35,765	4·22	1,38,841	−3,076	103	53·29
1902	71·11	38,18,202	3,08,879	1,46,764	3·84	1,63,157	−16,393	103	52·48
1903	99·46	45,70,190	3,90,747	2,09,167	4·58	1,97,476	+11,691	106	46·47
1904	99·46	46,32,763	5,24,490	2,61,364	5·64	2,25,868	+35,496	101	50·17
1905	99·46	47,33,090	5,86,680	2,65,302	5·61	2,42,754	+22,548	113	54·78
1906	103·36	47,98,375	6,01,066	2,32,833	4·85	2,34,646	−1,813	116	61·26
1907	103·36	47,86.554	6,33,181	2,86,169	5·98	2,07,676	+78,493	118	54·80
1908	103·36	48.05,788	6,87.571	2,77,134	5·77	2,28.463	+48,671	128	59·69
1909	103·36	48.08,937	6,84,734	2.70 086	5·62	2 05.035	+65 051	127	60·56

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*k*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Tinnevelly to Kallidaikurichi	21-4-99	1-6-02	19·13	
Kallidaikurichi to the British frontier near Shencottah	21-4-99	1-8-03	31·28	
TOTAL	...	...	...	50·41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract :—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—Government guarantee interest at 3¼ and 3½ per cent on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them, had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

TABLE I.													TABLE II.	
Calendar year.	Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in columns (4) and (5).	Interest charges.		Gain or loss *pertaining to each calendar year.*			(Including the Native State section.)	
										British section.				
	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	South Indian Railway Company.	State.	Native State section.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·05	...	31,64,655	75,81,838	47,210	26,039	0·24	1,15,306	2,30,014	...	—89,267	—2,30,014	81	44·84
1903	49·50	0·43	38,46,098	1,01,18,508	1,68,379	99,038	0·71	1,21,989	3,14,967	—15,596	—80,817	—2,41,505	101	41·18
1904	50·40	57·98	40,40,486	1,15,98,498	3,05,764	1,49,690	0·93	1,39,945	3,95,455	—16,145	—91,408	—2,78,157	85	51·04
1905	50·48	57·98	43,40,925	1,17,84,078	4,86,757	2,49,307	1·55	1,44,178	3,32,112	—13,234	+5,038	—2,18,787	86	48·78
1906	50·48	57·98	43,62,235	1,18,26,747	4,97,643	2,22,479	1·37	1,45,163	3,86,240	—13,939	—56,715	—2,38,270	88	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,97,098	3,04,860	1·88	1,50,213	3,97,953	—10,269	—54,916	—1,78,121	106	48·94
1908	50·48	57·98	43,89,979	1,17,98,653	6,42,077	2,93,380	1·81	1,51,598	3,99,756	—10,481	—59,438	—1,88,055	114	54·31
1909	50·41	58·05	43,93,309	1,17,97,245	6,50,918	2,95,529	1·83	1,44,338	3,85,580	—9,034	—54,609	—1,70,972	115	54·60

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k).}}$ **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*i*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Quilon to Punalur	21-4-99	1-6-04	28·28	
Punalur to the Frontier of the Travancore State near Shencottah		26-11-04	29·77	
TOTAL	...	...	...	58·05

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Terms of contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) (British section) [10 (*h*)].

Statistics of working—

See under British section [10 (*h*)].

10 (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Open line—			Miles.	Miles.
Morappur to Dharmapuri	24-10-02	18-1-06	18·53	18·53
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Dharmapuri to Hosur	2-3-09	Probable date March 1911.	60·50	60·50
GRAND TOTAL	...	...	...	79·03

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is the property of the State and was worked by the old Madras Railway Company up to the 31st December 1907 on behalf of the State. With effect from the 1st January 1908, it was made over to the South Indian Railway Company for working as an integral part of their undertaking under the terms of the contracts of 2nd March 1909 and 26th October 1909 between the Secretary of State and the South Indian Railway Company.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	18·53	8,39,999	37,145	3,769	0·45	39	89·85
1909	18·53	9,22,100	39,270	— 3	...	41	117·53

N.B.—Statistics for the periods prior to 1908 will be found in the Report for 1907.

APPENDIX 9-*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*concld.*

10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Tirupattur to Krishnagiri	24-10-02	18-9-05	25·38	25·38

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.
Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.
Fencing.—The line is unfenced.
Curves—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The same remarks apply as in the case of the Morappur-Dharmapuri railway [10 (*j*)].

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 .	25·38	10,87,305	53,662	1,233	0·11	41	97·70
1909 .	25·38	10,86,836	45,692	312	0·03	35	99·32

N.B.—Statistics for the periods prior to 1908 will be found in the Report for 1907.

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge).—

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Managing Director.—James Medows Rendel, Esq.
Offices.—Bishopsgate House, Bishopsgate Street within, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34·90 miles, which was worked by the Assam-Bengal Railway Company up to the end of 1905 was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total
Main line—			Miles.	Miles.
Chittagong Port to Chittagong		3-11-95	1·73	
Chittagong to Feni		1-7-95	56·90	
Feni to Comilla		1-7-95	39·10	
Comilla to Akhaura		1-1-96	29·41	
Akhaura to Karimganj		4-12-96	115·00	
Karimganj to Badarpur		4-12-96	12·00	
Badarpur to Damchara	28-5-91	23-4-99	18·53	
Dámchara to Lumding		1-12-03	96·70	
Lumding to Nazira		1-1-01	141·87	
Nazira to Lakwá		15-11-01	10·71	
Lakwá to Bhojo		1-2-03	12·72	
Bhojo to Tinsukia		1-3-03	41·94	
Total Main Line .	...	...	...	576·61

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 11}{\text{Sub-head } (a)}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward ...	...	...	...	576·61
Branches—				
Chandpur branch—				
Láksám to Chandpur		1-7-95	31·62	
Silchar branch—				
Badarpur to Katta Khal		13-6-98	6·27	
Katta Khal to Silchar		8-11-98	12·35	
Gauháti branch—	28-5-91		18·62	
Gauháti to Gauháti Ghát		1-1-97	1·32	
Gauháti to Jamuna Mukh		1-1-97	74·11	
Jamuna Mukh to Lanka		2-1-99	19·11	
Lanka to Lumding (temporary station)		1-3-99	15·55	
Lumding (temporary station) to Lumding		20-2-00	3·44	
Noakhali branch—			113·53	
Láksám to Noakhali	6-4-01	15-5-03	30·46	
Total branches .	...	...	...	194·23
Total open line .	...	...	...	770·84
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Akhaura to Ashuganj	22-5-05	1-4-10	19·32	
Kalaura to the Khooseara river	3-3-06	...	16·00	
Total under construction or sanctioned for construction .	...	...	...	35·32
GRAND TOTAL, ASSAM BENGAL RAILWAY .	...	...	...	806·16

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali branch is laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Gauháti Ghât and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150.

Terms of contracts—

The Assam-Bengal Railway is worked under the following contracts:—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contracts are:—

Government aid.—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.

Terms of contract.—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings), are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, limited to one per cent of net earnings. With effect from 2nd-half of 1907 the second bonus to subscribers has been fixed at a minimum of 25 per cent of deposits, irrespective of the condition that the bonus should be restricted to one per cent of net earnings;

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds $\frac{8}{11}$ths of the total capital expenditure for the time being the rate of interest on the amount of the excess to be subject to agreement;

and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary the rates.

Statistics of working—

TABLE I.

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Gain or loss to the State *pertaining to each calendar year.* (8)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.
1895	129·49	4,27,47,293	2,14,426	—8,047	...	13,95,636	—14,03,683
1896	285·90	5,59,03,217	6,18,785	33,238	0·06	23,73,034	—23,39,796
1897	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065
1898	379·25	8,32,11,758	13,08,124	54,551	0·07	24,45,275	—23,90,724
1899	434·66	9,45,26,273	16,19,646	3,22,704	0·37	28,63,084	—25,40,380
1900	436·26	10,31,71,809	17,09,955	3,64,364	0·38	33,31,390	—29,67,026
1901	589·21	11,17,19,504	21,34,252	4,56,654	0·44	35,06,252	—30,49,598
1902	589·21	11,87,04,959	20,96,058	2,54,418	0·23	38,08,387	—35,53,969
1903	740·38	12,40,28,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487
1904	740·38	12,60,09,639	29,53,962	1,05,390	0·08	41,66,535	—40,61,145
1905	740·38	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691
1906	775·28	13,25,20,704	42,20,064	4,27,858	0·30	44,53,682	—40,25,824
1907	775·28	13,49,01,242	48,90,137	6,40,254	0·47	37,92,277	—31,52,023
1908	775·28	13,90,59,050	46,96,729	*53,309	0·04	41,64,794	—41,11,485
1909	770·84	14,31,45,488	49,14,893	4,47,461	0·31	43,64,911	—39,17,450

TABLE II.

Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
Rs.	
64	103·75
71	94·63
63	92·71
83	95·83
75	80·08
75	78·69
70	78·60
68	87·86
71	81·48
77	96·43
88	96·32
104	89·86
122	86·91
117	98·87
122	90·90

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I., R.E.

Managing Director.—Alexander Izat, Esq., C.I.E., M.I.C.E.

Offices.—237, Gresham House, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,091·56	102·90	1,194·46
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	774·69	36·65	811·34
Total	1,866·25	139·55	2,005·80

* The decrease in net earnings is due to the heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

Running powers—

Home line over Foreign lines—

		Miles.
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway		34·57
Benares Cantonment to Benares City, Oudh and Rohilkhand State railway (3′ 3⅜″ gauge)		1·81
	Total ...	84·81

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Sonepore to Mankapur	18-5-82	15-1-85	218·50	
Mankapur to Nawabganj		2-4-84	14·00	
Nawabganj to Ajodhya		1-12-84	5·41	
			237·91	
Loop line—				
Sonepore to Bunwárchák	18-5-82	15-1-85	11·05	
Total Main and Loop lines ...	...	...	...	248·96
Branches —				
Uska Bazar branch—				
Gorakpur to Uska Bazar	3-8-85	15-12-86	39·58	
Uska Bazar to Barhni	22-4-03	15-1-05	31·00	
Barhni to Tulsipur		15-1-06	22·54	
			93·12	
Jarwa branch—				
Gainsari to Jarwa	22-4-03	12-4-06	9·47	
Bagaha branch—				
Gorakhpur to Bagaha	22-4-03	7-2-07	60·17	
Gopalganj branch—				
Savan to Thawe	2-11-04	1-4-07	3·90	
Maharajgunj branch –				
Daronda to Maharajgunj	28-9-04	1-4-07	17·82	
Naipalganj Road branch—				
Mankapur to Bahraich	18-5-82	2-4-84	55·00	
Bahraich to Naipálganj Road		15-12-86	33·82	
			88·98	
Revelganj branch—				
Chupra to Revelganj	Nov. 1889	15-4-91	7·34	
Revelganj to Manjhi Ghât	...	1-4-99	3·71	
			11·05	
Bahramghat branch—				
Gonda to Colonelganj	Nov. 1889	29-10-91	17·75	
Colonelganj to Jarwal Road		1-2-92	10·30	
			28·05	
Burhwal branch—				
Jarwal Road to the West bank of the Gogra river	10-1-95	18-12-96	2·63	
Gogra Ghât to Ganeshpur		24-12-98	3·27	
Chowka Ghât to Burhwal		24-11-96	4·12	
			10·02	
Tulsipur branch—				
Gonda to Balrámpur	10-1-95	15-12-96	22·95	
Ba rámpur to Tulsipur		1-6-98	19·00	
			41·95	
Katarnian Ghât branch—				
Nánpára to Mohinpurwa	10-1-95	15-12-96	15·00	
Mahimpurwa to Katarnian Ghât		25-3-98	27 08	
			42·08	
Carried over	...	...	406·61	248·96

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles	Miles.
Brought forward	...	...	406·61	248·96
Turtipar branch—				
Bhatni to Turtipar	10-1-95	15-12-96	16·01	
Salimpur to Barhaj		1-12-97	12·77	
			28·78	
Gogra-Ganges Doab lines—				
Turtipar to Mau	...	8-6-98	23·19	
Mau to Benares	...	15-3-99	58·06	
Mau to Azamgarh	...	8-6-98	27·15	
Kopaganj Road to Ballia	...	15-3-99	37·61	
Ballia to Chand-Deara Ghât	...	12-5-99	28·06	
Aunrihar to Ghazipur Ghât	...	15-3-99	28·37	
Azamgarh to Shahganj	15-4-01	14-2-03	34·81	
Ghazipur Ghât to Phephna	23-12-01	11-3-03	31·16	
Aunrihar to Jaunpur	7-10-02	21-3-04	36·14	
Kopaganj to Dohrighat	30-4-03	21-3-84	21·70	
Benares to Madhosingh	18-2-07	1-3-09	29·40	
Madhosingh to Mirzapur Ghât.	24-10-07	1-3-09	5·88	
Madhosingh to Jhusi	18-2-07	21-4-09	40·68	
Total *Gogra-Ganges Doab* lines	...	...	407·21	
Total branches	...	...	...	842·60
Total open mileage, B. & N. W. railway proper	...	...	...	1,091·56
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Burhwal to Sitapur	26-10-06	Probable date, December 1910.	59·79	
Chupra to Mashrak	7-4-08	20-3-10	26·32	
Gogra bridge at Manjhi Ghât and approaches	9-5-08	...	4·41	
Gandaok bridge at Bagaha and approaches	4-10-09	...	5·43	
Jhusi to Allahabad	26-1-09	July 1911 ...	6·95	
Total under construction or sanctioned	...	...	...	102·90
Grand total B. & N. W. Railway proper	...	...	...	1,194·46

Details of construction—

Permanent-way.—The main line between Sonepore and Burhwal is laid with 50-lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Gogra-Ganges Doab lines are laid with 50-lb. steel rails on sâl sleepers.

Ballast—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 909 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Terms of Contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts :—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1894.—Contract, supplemental to those of 1882 and 1886, providing for the Revelganj, Manjhi Ghât (Bahrámghât), Barhwal, Tulsipur, Katarnian Ghât and Turtipar branches of the Company's railway and for the exercise of running powers over the Cawnpore-Burhwal (3′ 3⅜″ gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1894, providing for the Gogra-Ganges Doab lines of the Company's railway known as the Gogra-Ganges Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

24th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North-Western Railway, Company after the expiration, on the 31st December 1904, of the contract of 1890.

7th October 1907.—Contract, supplemental to those of 1882, 1886, 1894, 1896 and 1903 and providing for the extensions, Gorakhpur to Bagaha, Daronda to Mahrajganj, Savan to Thawe, Benares to Jhusi and extensions towards Allahabad, Kopaganj to Dohrighât and Uska to Tulsipur with a branch from Gainsari to Jarwa.

1st October 1908.—Supplemental contract for the construction of a further extension of Company's main line, from Chupra to Mashrak.

9th July 1909.—Supplemental contract for further extension of Company's line from Burhwal to Sitapur.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the contracts are as follows :—

Government aid—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Gogra-Ganges Doab contract.*—The contract of 1896, *viz.*, that covering the Gogra-Ganges Doab lines, runs concurrently with those of 1882, 1836 and 1894, as does also the supplemental contract of 1903; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

NOTE.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1932.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1904, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

Power of Company to surrender contracts.—Nil.

Terms of working.—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

Four per cent on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonepore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904.

The residue of net earnings to be dealt with as follows :—

(*a*) if the residue does not exceed ten lakhs, $\frac{4}{5}$ths to Government and $\frac{1}{5}$th to the Company;

(*b*) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (*a*) and the excess over 10 lakhs shall belong $\frac{14}{15}$ths to Government and $\frac{1}{15}$th to the Company.

Rates and fares.—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.								TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	75·00	1,52,47,428	77,670	−26,221	...	...	−26,221	...	29	133·76
1885	303·00	2,01,86,980	12,05,541	5,89,206	...	...	5,89,206	2·92	72	51·13
1886	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49	106	56·36
1887	376·00	2,56,22,684	19,44,002	8,37,004	...	...	8,37,004	3·27	90	56·94
1888	376·00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3·78	102	55·25
1889	376·00	2,63,41,872	22,11,824	10,53,964	..	...	10,53,964	4·00	103	52·35
1890	376·00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4·63	101	44·72
1891	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85	111	37·48
1892	414·50	2,83,88,821	29,39,077	16,20,567	...	67,060	16,87,627	5·94	125	44·86
1893	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79	114	39·74
1894	414·50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6·13	115	35·51
1895	414·50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61	112	34·55
1896	478·63	3,43,36,114	26,26,033	16,70,172	...	71,614	17,41,786	5·07	113	36·40
1897	485·55	4,10,32,207	27,55,718	17,24,277	...	74,905	17,99,182	4·38	105	37·43
1898	586·25	4,66,78,822	33,31,890	19,74,920	...	75,885	20,50,805	4·39	112	40·73
1899	743·00	5,16,06,763	43,44,861	26,70,911	...	61,940	27,32,851	5·30	113	38·53
1900	743·00	5,24,73,019	43,64,006	24,79,433	...	49,563	25,28,996	4·82	109	43·18
1901	743·00	5,50,91,830	53,66,794	30,97,372	...	76,853	31,74,225	5·76	134	42·29
1902	747·75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5·92	139	46·55
1903	812·96	6,21,09,547	61,98,433	38,53,972	...	1,04,369	39,58,341	6·37	145	37·82
1904	870·80	6,43,92,183	67,16,933	43,28,496	...	1,16,834	44,45,330	6·90	147	35·56
1905	901·32	6,77,55,566	61,79,116	34,34,390	+37,627	1,69,446	36,41,463	5·37	117	43·81
1906	932·18	7,13,66,623	77,02,976	40,92,699	−9,028	2,01,060	42,84,731	6·00	142	46·99
1907	1,014·90	7,50,01,758	89,59,804	49,72,741	−25,044	2,04,275	51,51,972	6·87	154	44·78
1908	1,016·73	7,91,13,230	79,80,293	43,74,935	+45,015	1,58,939	45,78,889	5·79	162	44·78
1909	1,091·56	8,44,52,801	80,65,653	43,59,479	+31,817	58,411	44,49,707	5·27	142	45·95

* For the second-half of 1890 only, as the line was taken over for working from the 1st July 1890.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 12.}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*b*) Tirhoot State railway (3′ 3⅜′ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Semaria Ghat to Dalsing Sarai	3-2-82	1-5-83	22·90	
Dalsing Sarai to Samastipur	Feb. 1874	1-11-75	14·75	
Samastipur to Muzafferpur	6-1-76	24-2-77	29·79	
Muzafferpur to Motihari	8-7-80	1-2-83	49·57	
Motihari to Bettiah		20-12-83	27·00	
Samastipur to Darbhanga	Feb. 1874	1-11-75	23·00	
Darbhanga to Jhanjharpur	8-7-80	1-2-83	24·00	
Jhanjharpur to Ghoghardiha	19-10-83	8-4-86	13·00	
Ghoghardiha to Nirmali		8-4-86	6·92	
Nirmali to Bhaptiahi	16-2-85	15-11-87	10·00	
Bhaptiahi to Pertapganj		1-10-88	16·07	
Total main line	...	...	...	237·00
Branches—				
Bairagnia branch—				
Darbhanga to Sitamarhi	...	1-7-90	42·00	
Sitamarhi to Riga	...	1-1-91	6·00	
Riga to Dhang	...	1-7-91	9·00	
Dhang to Bairagnia (*fair weather line*)	23-10-91	1-3-92	3·51	
Bairagnia to Narkatiaganj	28-9-03	20-12-07	57·62	
			118·13	
Sonepore branch—				
Muzafferpur to Hajipur	6-2-83	26-10-84	31·25	
Hajipur to Sonepore	19-10-83	1-8-87	3·36	
			34·61	
Hajipur branch—				
Hajipur to Hajipur Ghat	...	26-10-84	1·89	
Hajipur branch loop line	...	2-11-00	3·31	
			5·20	
Hajipur Katihar extension—				
Hajipur to Bachhwara	...	1-4-00	44·46	
Barauni Junction to Thana Bihpur	...	1-3-00	66·17	
Thana Bihpur to Katareah	...	7-3-01	18·00	
Katareah to Kursela (Kosi Bridge and approaches)	...	10-7-02	4·00	
Kursela to Katihar	...	7-3-01	24·00	
			156·63	
Bhagalpur-branch—				
Thana Bihpur to Barari	...	16-12-01	11·36	
Barari to Bhagalpur Kacheri	10-5-05	15-3-06	4·29	
			15·65	
Monghyr Branch—				
Sahebpur Kamal to Monghyr Ghat	...	7-3-00	7·00	
Jaynagar extension—				
Sakri to Jaynagar	...	14-1-05	30·97	
Bettiah Bhikna Thoree extension—				
Bettiah to Narkatiaganj	28-9-03	17-1-06	23·73	
Narkatiaganj to Bhikna Thoree	28-9-03	17-2-06	22·00	
			45·73	
Mansi Bhaptiahi branch—				
Bhaptiahi to Makhana Bazar	14-10-03	1-3-07	44·33	
Makhana Bazar to Mansi	14-10-03	15-12-07	16·04	
			60·37	
Murliganj branch—				
Saharsa to Budham Ghat	14-10-03	15-3-08	18·32	
Raxaul branch—				
Sagauli to Raxaul	...	1-3-99	18·09	
Bagaha branch—				
Narkatiaganj to Bagaha	28-9-03	1-5-07	26·99	
Total branches	...	...	...	537·69
TOTAL OPEN MILEAGE, TIRHOOT STATE RAILWAY	...	...	...	774·69
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Pertabganj to Bhimnagar	7-1-09	Probable date, June 1910.	13·44	
Bagmati bridge at Dhang and approaches	16-2-09	...	4·94	
Bhagalpur Kacheri extension	17-1-05	...	1·07	
Samastipur to Roserah	17-12-09	...	17·20	
Total under construction or sanctioned	...	...	...	36·65
GRAND TOTAL, TIRHOOT STATE RAILWAY	...	...	...	811·34
DOUBLE LINE—				
Barauni Junction to Bachhwara	...	22-9-06	10·05	

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a)\&(b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concld.***

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The following types of rails are in use :—50-lb. flat-footed steel, 41¼-lb. flat-footed steel and 60-lb. iron. The sleepers are of sâl, pynkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3·42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts—See under Bengal and North-Western railway proper, 12 (*a*).

Statistics of working—

TABLE I.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1905 .	565·45	6,21,36,962	61,81,754	35,95,050	—37,627	1,69,446	33,87,977	5·45	23,54,563	+10,33,414
1906 .	614·30	6,73,40,339	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5·50	23,17,307	+13,87,971
1907 .	763·54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5·61	23,80,668	+16,61,103
1908 .	774·69	7,33,81,580	81,68,953	44,81,501	—45,015	1,58,939	42,77,547	5·83	24,68,465	+18,09,082
1909 .	774·69	7,42,61,067	75,53,873	40,09,582	—31,817	58,411	39,19,354	5·28	24,73,136	+14,46,218

TABLE II.

Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)
Rs.	
190	42·45
189	41·52
192	43·68
204	45·14
188	46·92

N.B.—Statistics for the periods prior to 1905 will be found in the Report for 1907.

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Robert Miller, Esq.

Secretary—H. Rendel, Esq.

Offices—271, Winchester House, 50, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56
Total	152·96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
East Bank of the Teesta to Dam Dim	May 1891	15-1-93	31·00	31·00
Branch—				
Lataguri to Ramshaihat	May 1891	11-6-93	5·40	5·40
Total	...	...	...	36·40

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

—The sharpest curve is of 1,432·50 feet radius.

—The ruling gradient is 1 in 166.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM**—*contd.*

13 (*a*) Bengal Dooars railway proper (3′ 3$\frac{3}{8}$″ gauge)—*concld.*

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 as may be required to make up the net profits of the undertaking to five per cent per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent the capital expenditure and capital liabilities of the Company, nor less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal State railway the Secretary of State retains in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent on the capital, Government may reduce maxima to the extent of 25 per cent, except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893 . .	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894 . .	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895 . .	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896 . .	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897 . .	36·40	25,78,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898 . .	36·40	26,68,050	2,69,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899 . .	36·40	26,26,748	2,73,038	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900 . .	36·40	26,42,695	3,32,730	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901 . .	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902 . .	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903 . .	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	156	27·70
1904 . .	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905 . .	36·40	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15	196	32·69
1906 . .	36·40	27,33,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86	216	27·39
1907 . .	36 40	27,56,535	4,20,705	2,84,722	10·33	...	2,84,722	10·33	222	32·32
1908 .	36·40	27,79,347	4,37,252	3,34,102	12·02	...	3,34,102	12·02	231	23·59
1909 . .	36·40	28,40,534	4,46,811	3,54,527	12·48	...	3,54,527	12·48	236	20·65

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—*concld.***

13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Eastern extension—				
Mal to Chalsa		1-4-01	5·40	
Chalsa to Chengmari		1-1-03	13·45	
Chengmari to Dalgaon		23-3-03	15·84	
Dalgaon to Madari Hat		14-6-03	9·31	
			44·00	
Southern extension—				
Barnes junction to Baura	2-3-98	20-4-00	28·30	
Baura to Bhotemari		21-10-00	16·70	
Bhotemari to Lalmanirhat		20-11-00	20·80	
			65·80	
Western extension—				
Dam Dim to Oodlabari		1-5-01	3·30	
Oodlabari to Bagrakote		1-1-02	3·46	
			6·76	
TOTAL	...	...	...	116·56

Details of construction—

Permanent-way.—The line has been laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal Dooars railway proper, 13 (*a*).

Statistics of working—

	TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1900	66·00	47,11,632	16,191	...	...	The net earnings	14	72·32
1901	74·30	62,26,954	1,76,389	...	...	for 1900, 1901, 1902 and 1st-half of 1903 were credited to interest on capital during construction.	47	60·92
1902	77·76	72,66,165	2,53,634	...	...		63	65·99
1903	116·56	80,10,365	3,46,666	79,199	0·99		61	69·78
1904	116·56	84,97,572	4,15,179	1,08,680	1·28		68	73·85
1905	116·56	87,92,080	5,12,343	1,97,824	2·25		85	61·32
1906	116·56	89,99,516	5,83,852	2,91,256	3·24		96	50·10
1907	116·56	90,70,826	6,04,133	1,43,585	1·58		99	76·23
1908	116·56	90,88,887	6,19,972	3,14,228	3·46		102	49·31
1909	116·56	91,36,146	6,08,419	3,14,641	3·44	...	100	48·28

APPENDIX 9-*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ to } (d)}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—**

Lines comprised in the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bhavnagar-Gondal-Junagad-Porbandar railway (3′ 3⅜″ gauge)	337·89	45·71	383·60
(*b*) Dhrangadra railway (3′ 3⅜″ gauge)	20·83	...	20·83
(*c*) Jamnagar railway (3′ 3⅜″ gauge)	54·22	...	54·22
(*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21	...	46·21
Total	459·15	45·71	504·86

14 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Bhavnagar to Wadhwan	19-3-79	20-12-80	*105·03	
Dhola to Dhoraji	19-3-79	19-1-81	88·89	
Dhoraji to Porbandar	24-1-88	17-12-89	†72·77	
Porbandar to Porbandar Bandar		15-3-90	‡1·55	
Jetalsar to Junagad	24-12-86	1-9-88	16·00	
Junagad to Veraval (including Junagad quarry line)		1-2-89	§53·35	
Veraval to Veraval Bandar		1-12-90	‡0·30	
TOTAL OPEN MILEAGE	...	...	...	337·89
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Shapur to Kutiyana	16-11-09		29·71	
Sihor to Palitana	3-11-09	...	16·00	
TOTAL UNDER CONSTRUCTION OR SANCTIONED	...	...	...	45·71
GRAND TOTAL	...	...	...	383·60

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

* Of this, the Bhavnagar Dock estate line, 1·03 miles, is worked for goods traffic only.

† Of this, Ranawao quarry branch, 3·70 miles, is worked for goods traffic only.

‡ Worked for goods traffic only.

§ Of this, the Junagad quarry line, 2·35 miles, is worked for goods traffic only.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

14 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system". The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until the expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway : provided that such alteration be not prejudicial to the interests of any other integral railway.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1897	333·46	1,76,53,652	18,21,639	8,19,080	4·64	105	55·04
1898	333·84	1,78,56,546	16,98,656	7,09,781	3·98	97	58·22
1899	333·84	1,79,56,272	18,53,483	9,26,935	5·16	107	49·99
1900	333·84	1,80,00,616	19,59,365	10,10,773	5·62	113	48·27
1901	333·84	1,80,96,671	15,37,378	6,80,089	3·76	89	55·76
1902	334·19	1,80,87,538	13,71,837	5,66,342	3·13	79	58·72
1903	334·19	1,81,53,314	16,04,638	8,36,670	4·61	92	47·86
1904	334·19	1,80,44,250	18,60,565	10,39,916	5·76	107	44·11
1905	334·19	1,80,09,429	18,51,324	9,90,981	5·50	106	46·47
1906	334·19	1,81,74,947	19,57,290	11,07,581	6·09	113	43·41
1907	334·19	1,82,09,672	22,36,816	12,54,293	6·89	129	43·93
1908	337·89	1,83,67,197	23,43,529	13,09,361	7·13	133	44·13
1909	337·89	1,91,47,704	22,89,141	9,77,983	5·11	130	57·28

N. B.—Statistics for the periods prior to 1897 will be found in the Report for 1907.

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.*

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Wadhwan Junction to Dhrangadra	23-12-97	1-6-98	20·83	20·83

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

Statistics of working—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900 . . .	20·83	5,86,534	57,366	18,984	3·24	53	66·91
1901 . . .	20·83	5,86,100	46,196	11,765	2·01	43	74·53
1902 . . .	20·83	5,85,911	37,731	8,075	1·38	35	78·60
1903 . . .	20·83	5,86,639	43,058	11,713	2·00	40	72·80
1904 . . .	20·83	5,87,117	47,516	15,446	2·63	44	67·49
1905 . . .	20·83	5,86,695	49,042	13,375	2·28	45	72·73
1906 . . .	20·83	5,86,791	65,121	25,707	4·38	60	60·52
1907 . . .	20·83	5,87,610	66,614	24,953	4·25	61	62·54
1908 . . .	20·83	5,85,164	53,131	17,756	3·03	49	66·58
1909 . . .	20·83	5,85,705	60,202	18,564	3·17	56	67·50

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

14 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Rajkot Junction to Bedi Bandar	Oct. 1893	8-4-97	*54·22	54·22

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

* Of this, the Bedi Bandar Dock estate line, 3·93 miles, is worked for goods traffic only.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.*

14 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—*concld.*

Detail of construction—*concld.*

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [14 (*b*)] except as follows :—

Terms of working.—†Forty per cent of gross earnings (subject to a biennial revision), *plus* actual expenditure on the maintenance of way, works and stations; the locomotives and rolling-stock being supplied by the proprietary State.

†Reduced with effect from the 1st July 1906 to 35 per cent in half-years when the earnings per mile per week exceed Rs. 50.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900 . . .	54·28	23,09,481	1,49,153	59,540	2·58	53	60·09
1901 . . .	54·28	23,09,969	1,36,314	51,401	2·22	48	62·29
1902 . . .	54·22	23,58,240	1,31,104	53,751	2·28	46	59·00
1903 . . .	54·22	23,58,338	1,39,756	60,122	2·55	50	56·98
1904 . . .	54·22	23 27,281	1,41,030	56,721	2·44	50	59·78
1905 . . .	54·22	23,27,105	1,48,341	62,008	2·66	53	58·20
1906 . . .	54·22	23,26,826	1,51,335	60,076	2·58	54	50·30
1907 . . .	54·22	23.26,953	2,14,652	1,02,785	4·42	76	52·12
1908 . . .	54·22	23,26.945	2.36,715	1,24,911	5·37	84	47·23
1909 . . .	54·22	23,24,854	2,37,240	1,15,995	4·99	84	51·11

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

14 (*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Jetalsar Junction to Rajkot	Feb. 1892	12-4-93	46·21	46·21

Details of construction—

This line is 46·21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles, where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*concld.*

14 (*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

The general conditions of the agreement are the same as apply to the Dhrangadra railway [14 (*b*)] except as follows :—

Terms of working.—* Forty per cent of gross earnings (subject to a biennial revision), *plus* actual expenditure on maintenance of way, works and stations; the locomotives and rolling-stock to be† supplied by the proprietary States.

* Reduced with effect from 1st January 1907 to 35 per cent in half-years when the earnings per mile per week exceed Rs. 50.

† The proprietary States not having supplied the locomotives and rolling-stock a further deduction of 5 per cent from gross earnings is made as hire for stock.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900 . . .	46·23	15,74,082	2,02,718	86,214	5·48	84	57·47
1901 . . .	46·23	15,74,033	1,76,388	67,251	4·27	73	61·87
1902 . . .	46·21	15,78,583	1,44,317	54,485	3·45	60	62·25
1903 . . .	46·21	15,78,658	1,66,400	63,230	4·01	69	62·00
1904 . . .	46·21	15,78,655	1,88,439	69,248	4·39	78	63·25
1905 . . .	46·21	15,80,207	1,91,155	74,882	4·74	80	60·83
1906 . . .	46·21	15,82,472	1,83,261	65,653	4·15	76	64·18
1907 . . .	46·21	15,99,904	2,38,823	1,07,094	6·69	99	55·16
1908 . . .	46·21	16,00,937	2,49,957	1,11,178	6·94	104	55·52
1909 . . .	46·21	16,03,140	2,44,104	1,01,803	6·35	102	58·29

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. BURMA RAILWAYS SYSTEM—

Chairman.—Lieut.-Colonel Alfred Glynn Begbie, R.E.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3⅜″ gauge)	1,340·15	10·49	1,350·64
(*b*) Burma railways extensions (3′ 3⅜″ gauge)	186·93	66·25	253·18
(*c*) *Southern Shan States railway (3′ 3⅜″ gauge)*	...	100·00	100·00
(*d*) *Madaya-Obo Light railway (2′ 6″ gauge)*	...	12·66	12·66
Total .	1,527·08	189·40	1,716·48

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines :—Rangoon to Prome on the Irrawaddy river ; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river, with Bhamo.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$ **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
IRRAWADDY SECTION—			Miles.	Miles.
Rangoon to Prome	25-9-74	2-5-77	161·00	
TOTAL, IRRAWADDY SECTION	...	...	...	161·00
SITTANG SECTION—				
Main Line—				
Rangoon to Pegu	23-5-81	4-2-84	46·25	
Pegu to Pyuntaza		4-2-84	41·75	
Pyuntaza to Nyaunglebin		4-2-84	5·00	
Nyaunglebin to Toungoo		1-7-85	73·00	
Total Main Line	...	...	166·00	
Branches—				
Suburban lines	25-9-74	1-3-80	6·00	
		15-7-90	3·00	
Total Branches	...	...	9·00	
TOTAL SITTANG SECTION	...	...	...	175·00
MANDALAY SECTION—				
Main Line—				
Toungoo to Pyinmana	Oct. 1886	1-5-88	59·00	
Pyinmana to Yamethin		15-11-83	49·00	
Yamethin to Mandalay		1-3-89	112·00	
Total Main Line	...	...	220·00	
Branches—				
Myingyan branch—				
Thazi to Meiktila Cantonment	1-1-92	10-5-93	12·89	
Meiktila to Myingyan	Sept. 1898	15-11-99	57·21	
			70·10	
Mandalay Shore Branch—				
Mandalay to Mandalay shore	...	April 1889	2·50	
Total Branches	...	...	72·60	
TOTAL, MANDALAY SECTION	...	...	...	292·60
MU VALLEY SECTION—				
Main line—				
Sagaing to Shwebo	Sagaing to Kawlin 17-10-89; Kawlin to Nankan in Feb. and March 1891	1-7-91	53·05	
Shwebo to Wuntho		4-4-92	99·46	
Wuntho to Nankan		1-11-94	15·46	
Nankan to Mohnyin	Sept. 1892	21-10-95	74·35	
Mohnyin to Mogaung		1-3-96	52·34	
Mogaung to Myitkyina	Dec. 1895	1-1-98	36·63	
Total Main line	...	...	331·29	
Branches—				
Sagaing to Alon.	Sept. 1898	15-4-00	70·46	
Myohaung branch—				
Myohaung to Amarapura shore	17-10-89	22-11-91	6·00	
Katha branch—				
Naba to Katha	...	2-10-95	15·00	
Total Branches	...	...	91 46	
TOTAL, MU VALLEY SECTION	...	...	...	422·75
MANDALAY-KUNLONG SECTION—				
Myohaung to Sedaw	Oct. 1895	1-1-98	13·45	
Sedaw to Maymyo		1-4-00	26·10	
Maymyo to Nawnghkio		20-5-00	34·10	
Nawnghkio to Hsipaw		1-6-01	53·· 5	
Hsipaw to Lashio		1-3-03	50·94	
TOTAL, MANDALAY-KUNLONG SECTION	...	...	...	177·84
Total, Carried over	...	...	...	1,229·19

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Brought forward	...	...	...	1,229·19
BASSEIN-HENZADA-LETPADAN SECTION—				
Suburban line at Bassein	...	15-1-04	3·18	
Bassein to Henzada	7-9-99	15-12-02	82·25	
Henzada to Henzada shore		20-3-03	2·46	
Tharawaw branch—				
Letpadan (on Irrawaddy line) to Tharawaw on the east bank of the Irrawaddy river		20-3-03	23·07	
TOTAL, BASSEIN-HENZADA-LETPADAN	...	...	...	110·96
TOTAL, OPEN MILEAGE	...	...	...	1,340·15
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Thamaing to Malagon	18-10-05	...	6·70	
Malagon to Dawbong	8-9-08	...	3·79	
TOTAL UNDER CONSTRUCTION OR SANCTIONED			...	10·49
GRAND TOTAL			...	1,350·64
DOUBLE LINE—MAIN LINE AND BRANCHES—				
Rangoon to Kemmendine	...	30-10-89	3·50	
Kemmendine to Insein	...	10-1-90	5·50	
Myohaung to Man lalay	...	3-10-99	2·45	
Rangoon to Pazundaung	...	1-6-01	0·70	
Pazundaung to Thingangyun	...	19-4-05	3·40	
Insein to Hlawga	...	25-8-05	7·92	
Hlawga to Mogyobyat	...	1-10-07	3·25	
Mogyobyat to Hmawbi	...	23-11-07	4·13	
Hmawbi to Tewaingyi	...	30-11-07	3·75	
Tewaingyi to Ledaunggan	...	23-11-07	4·19	
Ledaunggan to Dalboin	...	10-1-08	6·75	
Hmawbi to Wanetchaung		14-2-08	5·00	
Tôngyi to Kyakthin	...	30-11-08	4·06	
Pegu to Payathonzu	...	18-11-08	3·51	
TOTAL, DOUBLE LINE	...	...	58·11	

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are generally of teak, Tasmanian and pynkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Lashio branch is unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, the Katha branch and the Naukan-Mohnyin section, of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

Terms of contracts—

The railways are worked under the following contracts:—

Contract of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer, construction, maintenance, management and working.

9th June 1909 (between the Secretary of State and the Burma Railways Company) providing for the issue of additional share capital by the Company and other matters.

The general conditions of the contracts are as follows:—

Government aid.—Interest is guaranteed at 2½ per cent per annum on the Company's share capital.

Currency of contracts.—Government may determine the contracts on the 31st December 1928, or the 31st December 1935, or on the 31st December 1941, or on the 31st December of any subsequent tenth year, by giving twelve months' previous notice. On the determination of the contracts from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—After deducting from the gross earnings of the railways the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and contribution to the Provident Fund, which is contingent on the net earnings of the lines, the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2½ per cent per annum on the Company's capital of £3,000,000, and of the interest payable on any additional share capital raised by the Company;

(3) the equivalent of interest at 2½ per cent per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government at rates fixed for specified overdrawals.

After payment of the interest above-mentioned, the surplus profits in any year ending on the 30th June are to be divided between Government and the Company in the proportion of their respective capitals which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897 .	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	−62,697	188	55·25
1898 .	936·13	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	−3,56,364	185	57·87
1899 .	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	−4,24,737	179	59·45
1900 .	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	196	55·62
1901 .	1,177·70	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902 .	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,823	4,49,065	+4,28,795	203	57·83
1903 .	1,336·97	13,01,31,876	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904 .	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905 .	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906 .	1,340·15	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,28,858	+7,19,556	226	62·74
1907 .	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,21,825	+10,60,154	238	64·30
1908 .	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,94,333	7,61,052	+17,18,690	257	59·94
1909 .	1,340·15	15,50,28,745	1,83,49,539	66,59,920	4·30	44,55,997	9,70,207	+12,33,716	263	63·70

N.B.—Statistics for the periods prior to 1897 will be found in the Report for 1907.

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Pegu-Moulmein extension—				
Pegu to Moulmein	16-1-04	25-9-07	121·27	
Henzada Kyangin extension—				
Henzada to Danbi	5-5-04	1-7-07	13·50	
Danbi to Kyangin		14-12-08	52·16	
TOTAL OPEN LINES .	...	...	...	186·93
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Neikban to Begayet	1-6-06	...	66·25	
Total under construction or sanctioned .	...	...	...	66·25
GRAND TOTAL .	...	...	...	253·18

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado and Tasmanian sleepers.

* From 1st September 1896 to 31st December 1897.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Danbi section is 1,432·5 feet.

Gradients.—The ruling gradient is 1 in 300 uncompensated.

Terms of contracts—

The extensions are worked under the following contract :—

Contract of—22nd February 1907 (between the Secretary of State and the Burma Railways Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

Currency of contract.—The contract may be determined on twelve months' notice being given by either side on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the railways or on the 30th June of any subsequent fifth year. If the principal contract shall at any time be determined, then this contract shall also thereupon cease and determine. On the failure by the Company to effectually remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice of such determination.

Terms of working.—After deducting from the gross earnings of the railways—

(*a*) the actual expenditure incurred on sub-heads II to VII of abstract A (Maintenance of way and works) for which a separate account has to be kept and which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year;

Note—For the first twelve months after opening this expenditure is charged to capital.

(*b*) the proportionate share of other working expenses as appearing in the general working expenses account which is kept for the whole of the Company's system and in which the total expenditure, including a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision, is divided between the railways and the rest of the Company's system in the ratio of their respective gross earnings;

(*c*) the contribution to the Provident Fund, which is contingent on the net earnings of the lines;

the net receipts are applied in payment of interest on the total capital outlay, including the value of land, and the surplus for the twelve months ending 30th June is divided between the Secretary of State and the Company in the proportion of three-fourths to the former and one-fourth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	82	58·20
1908 .	186·93	1,99,85,700	9,01,008	4,55,558	2·28	6,96,054	...	—2,40,496	93	49·44
1909 .	186·93	2,11,46,631	11,19,902	4,27,510	2·02	6,97,884	...	—2,70,374	115	61·83

15 (*c*) Southern Shan States railway (3′ 3⅜″ gauge)—

This is a State line and has been sanctioned for construction by the Burma Railways Company.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Thazi to Yawnghwe	23-7-09	...	100·00	100·00

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number. $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM**—*concld.*

15 (*d*) Madaya-Obo Light railway (2′ 6″ gauge)—

Construction of this line by a private company under Indian Tramways Act, 1886 (XI of 1886) was sanctioned by Burma Government Notification No. 22, dated the 13th February 1906.

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Madaya to the Obo quarter of Mandalay town	13-2-06	...	12·66	12·66

Number $\frac{\text{Main head 16}}{\text{Sub-head (a)}}$. **DEOGHUR RAILWAY** (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Baidyanath to Deoghur	October 1881.	23-12-82	4·79	4·79

Details of construction—

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the follpwing contract:—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of charge.

Provision of capital—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may, after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	4·79	2,87,379	34,900	7,575	2·64	140	78·30
1901	4·79	2,87,768	48,294	18,807	6·54	194	61·06
1902	4·79	3,03,204	29,758	6,389	2·11	119	78·53
1903	4·79	3,03,518	40,458	11,915	3·93	162	70·55
1904	4·79	3,03,895	46,635	15,440	5·08	188	66·89
1905	4·79	3,00,317	45,395	15,488	5·16	182	65·89
1906	4·79	3,00,391	53,532	22,953	7·64	215	57·12
1907	4·79	2,99,974	56,238	15,581	5·19	226	72·29
1908	4·79	3,00,215	50,575	16,721	5·57	203	66·94
1909	4·79	3,02,254	49,820	16,811	5·56	200	66·26

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number Maiff head 17 / Sub-heads (*a*) & (*b*) **DIBRÛ-SADIYA RAILWAY SYSTEM—**

Chairman.—Lord Ribblesdale.

Secretary.—S. Maclean Jack, Esq.

Offices.—Blomfield House, 85, London Wall, London, E.C.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	77·50	8·52	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	5·50	...	5·50
Total	83·00	8·52	91·52

17 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Lower steamer ghât on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream	1881	August 1882	15·00	...
Dinjan stream to Makum Junction		16-7-83	23·50	...
Makum Junction to Dihing bridge		2-5-84	23·00	...
Total Main line	...	...	...	61·50
Talap branch—				
Makum Junction to Dum-Duma	1881	2-5-84	10·00	
Dum-Duma to Talap		5-2-85	6·00	
Total Branch	...	...	...	16·00
TOTAL OPEN MILEAGE	...	...	...	77·50
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Talap to Saikhoa Ghât	11-5-1905	Probable date. December 1910	8·52	...
Total under construction or sanctioned	...	...	...	8·52
GRAND TOTAL	...	...	...	86·02

Details of construction—

Permanent-way.—The main line is laid with 50-lb. flat-footed steel rails on uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Talap branch is laid with 41¼-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000, twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract.—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying 20 per cent in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, and the subsequent opportunities of purchase shall recur at intervals of 10 years instead of 5 (Secretary of State's despatch No. 18 Railway, dated the 6th March 1903).

Power of Company to surrender contract.—Nil.

Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) \& (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

17 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—*contd.*

Terms of contracts—*contd.*

Rates and fares.—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1900	77·50	77,14,349	9,00,847	4,62,381	5·99	...	4,62,381	5·99	224	48·67
1901	77·50	82,00,809	9,28,578	4,73,307	5·77	...	4,73,307	5·77	230	49·03
1902	77·50	82,00,694	8,51,880	4,11,187	5·01	...	4,11,187	5·01	211	51·73
1903	77·50	82,32,314	9,15,778	4,57,974	5·56	...	4,57,974	5·56	227	50·05
1904	77·50	87,01,363	9,48,473	4,21,317	4·84	...	4,21,317	4·84	235	55·58
1905	77·50	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	237	54·73
1906	77·50	88,18,873	10,08,281	4,08,634	4·63	...	4,08,634	4·63	250	59·47
1907	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	258	62·39
1908	77·50	93,24,383	10,24,770	4,47,121	4·80	...	4,47,121	4·80	254	56·37
1909	77·50	95,64,604	11,09,679	4,84,171	5·06	...	4,84,171	5·06	275	56·37

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Dihing Bridge to Ledo	...	17-2-84	5·50	5·50

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is three-fourths ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following:—

Contract of—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal-fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery railway to be charged with 5 per cent of its gross earnings for the use of rolling-stock; all charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	7·50	12,84,375	65,724	17,931	1·40	169	72·64
1901	11·00	16,30,162	70,294	11,145	0·68	123	84·15
1902	11·00	16,53,446	58,259	438	0·03	102	99·25
1903	11·00	16,62,082	59,077	– 8,208	...	103	113·89
1904	8·50	16,62,082	66,108	13,158	0·79	127	76·55
1905	8·50	16,78,156	59,439	27,210	1·62	134	54·22
1906	8·50	16,83,031	65,115	25,052	1·49	147	61·53
1907	8·50	16,94,069	60,036	22,762	1·34	136	62·09
1908	8·50	16,94,069	69,175	30,486	1·80	156	55·93
1909	5·50	16,94,069	79,905	34,891	2·06	219	56·33

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head 18}}{\text{Sub-heads } (a) \text{ to } (d)}$. **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)	525·00	...	525·00
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	251·35	133·78	385·13
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) Mirpur Khas-Jhudo (3′ 3⅜″ gauge)	50·43	...	50·43
Total	950·76	133·78	1,084·54

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Marwar Railway Junction to Marwar Pali	1881	24-6-82	19·00	
Marwar Pali to Luni Junction	1883	17-6-84	25·00	
Luni Junction to Jodhpur	1884	9-3-85	20·00	
Jodhpur to Merta Road	1890	8-4-91	64·00	
Merta Road to Kuchaman Road	July 1891	13-3-93	73·00	
Luni Junction to Pachpadra	31-12-85	22-3-87	60 00	
Balotra to Barmer	August 1897	15-5-99	60·00	
Barmer to the Jodhpur Frontier	August 1897	22-12-00	74·44	
Merta Road to Nagaur	1890	16-10-91	35·00	
Nagaur to Bhagu	1890	9-12-91	24·50	
Degana to Marwar Frontier	25-2-08	16-9-09	61·11	
Merta Road to Merta City	15-5-04	17-1-05	8·95	
Total	.....	.....	.....	525·00

Details of construction—

Permanent-way.—The line is laid with 36-lb., 41¼-lb. and 50-lb. flat-footed steel rails. There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (d)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

See under Bikaner section, 18 (*b*).

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	TABLE II. Earnings per mile per week. (1)	TABLE II. Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	454·94	1,14,32,884	16,28,479	9,07,481	7·94	82	44·27
1901	454·94	1,17,24,896	15,67,073	7,14,836	6·10	66	54·38
1902	454·94	1,18,69,424	16,76,216	8,35,202	7·04	71	50·17
1903	454·94	1,19,31,439	16,34,708	8,91,196	7·47	69	45·48
1904	454·94	1,21,90,804	16,87,624	9,58,365	7·86	71	43·21
1905	463·89	1,22,63,774	19,16,254	11,01,294	8·98	81	42·53
1905	463·89	1,22,77,015	20,91,368	12,23,531	9·97	87	41·50
1907	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908	463·89	1,42,85,467	19,28,235	8,65,023	6·06	80	55·14
1909	525·00	1,43,06,908	21,10,217	10,19,529	7·13	77	51·69

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

18 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge).—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Bhagu to Bikaner	1890	9-12-91	47·60	
Bikaner to Dulmera	December 1895	2 6-98	42·00	
Dulmera to Lunkransar	27-1-98	1-1-01	8·32	
Lunkransar to Suratgarh	9-2-99		63·53	
Suratgarh to Bhatinda	15-7-99	9-9-02	88·00	
Marwar Frontier to Sujangarh	15-2-08	16-9-09	1·90	
Total	.....	.....	.....	251·35
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—		Probable date.		
Sujangarh to Ratangarh	4-9-07	2-2-10	28·70	133·78
Ratangarh to Hissar		March 1911	105·08	
GRAND TOTAL	.....	.....	.....	385·13

Details of construction—

Permanent-way.—The permanent-way consists of 36-lb. and 50-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows :—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (d)}}$. JODHPUR-BIKANER RAILWAY SYSTEM—*contd.*

18 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	85·50	32,60,432	1,92,358	1,04,962	3·22	43	45·43
1901	157·35	48,93,535	2,46,875	1,05,697	2·16	30	57·19
1902	245·35	52,49,339	3,22,022	1,42,580	2·72	34	55·72
1903	245·35	51,30,925	5,25,329	2,66,197	5·19	41	49·33
1904	245·35	50,93,549	7,23,902	4,05,678	7·96	57	43·96
1905	245·35	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	245·35	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907	245·35	55,15,481	8,82,608	3,38,372	6·13	69	61·66
1908	245·35	75,07,922	7,74,795	3,49,859	4·66	61	54·84
1909	251·35	75,36,367	7,82,156	3,16,844	4·20	60	59·49

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

18 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Hyderabad to Shadipalli*	5-3-91	18-8-92	55·49	
Shadipalli to the Jodhpur Frontier	August 1897	22-12-00	68·49	
TOTAL	.....	.....	.....	123·98

Details of construction—

Permanent-way.—The section is laid with 60-lb. iron and 50-lb. flat-footed steel rails on deodar and pine sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3′ 3⅜″ gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

Railway Board's letters Nos. 1537 R.T. of 20th August 1908, and 2197 R.S. of 26th October 1908, to the Hon'ble the Agent to the Governor-General for Rajputana as to the revised clauses 3 and 9 of the agreement of 22nd December 1900.

The general conditions are as follows:—

Government aid.—The line is the property of the State.

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—The working expenses of the amalgamated undertaking excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided between the British and Native State sections of the line in the ratio of gross earnings of each section. The maintenance charges are the actual expenditure in each section of the line for *direct* charges and for *joint* charges such as salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of gross earnings. In addition to the working expenses mentioned above the

* The line from Hyderabad to Shadipalli was originally on the 5′ 6″ gauge, but was converted to, and opened on, the 3′ 3″ gauge on the 20th October 1901.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index, see page 98.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (d)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*concld.***

18 (*c*). Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Government of India pay to the Durbar in each half year a sum equal to 5 per cent of the cost of the stock. The whole cost of the joint stock of the system is divided between the several railways in proportion to the gross earnings of each, and the proportion which falls to the share of this railway is the amount on which the charge of 5 per cent is made for use of rolling-stock.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North-Western State railway from time to time to be in force on the British section.

NOTE.—Government of India, in letter No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western State railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902	123·98	40,45,972	5,04,007	2,18,814	5·41	1,59,771	+59,043	78	56·59
1903	123·98	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200	91	55·08
1904	123·98	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161	101	46·82
1905	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03
1906	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57
1907	123·98	40,23,073	8,05,016	3,57,918	8·90	1,21,968	+2,35,950	125	55·54
1908	123·98	42,81,148	7,59,479	3,34,028	7·80	1,49,807	+1,84,221	118	56·02
1909	123·98	42,93,099	8,19,444	2,69,617	6·28	1,41,400	+1,28,217	127	67·10

N.B.—Statistics for the periods prior to 1902 will be found in the Report for 1907.

18 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Jamrao Junction to Jhudo	28-12-07	18-4-09	50·43	50·43

Details of construction—

Permanent-way.—The permanent-way consists partly of 36-lb. flat-footed steel rails and partly of old 41¼-lb. rails laid on deodar sleepers of good quality.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,206 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is being worked as an integral part of the Jodhpur-Hyderabad railway (British section) under an agreement which is under consideration between the Government of India and the Jodhpur and Bikaner Durbars.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909	50·43	7,37,231	43,535	26,121	3·54	25	40·00

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 19}}{\text{Sub-head (a)}}$. **MORVI RAILWAY** (3′3⅜″ and 2′ 6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
3′ 3⅜″ gauge—			Miles.	Miles.
Wadhwan to Rajkot Junction	27-10-02	4-3-05	73·94	73·94
2′ 6″ gauge—				
Vankaner to Morvi	24-12-83	24-3-87	15·70	
Quarry branch	22-11-05	23-12-05	3·19	
Total 2′ 6″ Gauge	...	...	...	18·89
GRAND TOTAL	...	...	...	92·83

Details of construction—

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half-round teak and creosoted pine sleepers; and that on the 2′ 6″ gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	94·36	27,28,115	4,23,308	1,58,794	5·82	87	62·49
1901	94·36	27,59,452	3,58,663	1,25,534	4·55	73	65·00
1902	94·36	27,32,748	3,05,058	1,13,299	4·14	62	62·86
1903	94·36	27,88,452	2,98,066	1,44,767	5·19	61	51·43
1904	91·36	34,06,196	3,54,636	1,88,909	5·55	73	46·73
1905	89·64	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906	94·64	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908	92·83	46,42,725	5,08,262	2,82,464	6·08	105	44·43
1909	92·83	47,95,497	4,71,830	2,12,900	4·44	98	54·88

N. B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index, see page 98.]

Number $\frac{\text{ain head 2}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I., R.E.

Managing Director.—Alexander Izat, Esq., C.I.E., M.I.C.E.

Offices.—237 Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	202·06	56·82	258·88
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	237·04	73·54	310·58
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	478·60	130·36	608·96

Running powers—

		Miles.
Home line over foreign line :—		
Over Ramgunga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand State railway	for passenger and goods trains.	0·52
,, ,, ,, ,, Dalpatpur and Moradabad ,, ,, ,, ,, ,,	for passenger and goods trains.	0·40
		0·92
Foreign line over home line :—		
Bengal and North-Western, Daliganj to Aishbagh, for passenger and goods trains		3·40

20 (*a*) **Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—**

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Bhoojeepura to Kathgodam	1882	12-10-84	53·92	53·92
Branches—				
Bareilly Kasgunj	3-7-03	29-1-06	63·95	
Moradabad to Got		10-5-08	4·19	
Got to Ramnagar		11-1-08	44·00	
Lalkua to Kashipur		11-1-08	36·00	
				148·14
TOTAL OPEN LINES	.....	.....	.....	202·06
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Pilibhit to Shahjahanpur	17-6-09	.....	56·82	56·82
GRAND TOTAL	.....	.....	.....	258·88

Details of construction—

Permanent-way.—The permanent-way consists mainly of 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar and Moradabad to Kashipur are laid with 41¼-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient is 1 in 70.

Terms of contracts—

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts :—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*contd.*

Terms of contracts—*contd.*

Contracts of—15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

24th March 1909 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) supplemental to the above mentioned contracts as to the construction and working of lines from Pilibhit to Barmdeo and extensions of the Dudwa branch with a permanent bridge over the Sardah river and from Pilibhit to Shahjahanpur and modifying the contracts of 1882, 1890 and 1904.

The general conditions of the contracts are as follows:—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantee as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum under the agreement dated the 5th February 1901.

Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts.—

(1) *Rohilkund and Kumaon railway contract.*—Government may terminate the contract on the 31st December 1932, by giving 12 months' notice; but the Secretary of State has the option of fixing the purchase price by giving notice in writing prior to 31st December 1912. If the contract terminates by notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the five years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway.*—Government may determine the contract on the 31st December 1932, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract.—Nil.

Terms of working.—The joint working expenses (including any single item of capital expenditure, not exceeding Rs. 1,000 classed as a Minor work, subject to a maximum charge on such account of Rs. 15 per mile of line open in each half year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision) are to be divided in the ratio of the respective gross earnings of each of the sections, *viz.*, (*a*) Company's original line and Additional Main Line Works, (*b*) Lucknow-Bareilly Railway and State works and (*c*) Branch Railways and Branch Line Works.

The Company are entitled absolutely without any right of the Secretary of State to participation to the net earnings of the Branch Railways and Branch Line Works.

The net earnings of the Company's original line and Additional Main Line Works after payment of interest charges on borrowed capital and share of Joint Debenture stock and after deduction at the rate of 6 per cent on the paid up share capital of the Company are to be divided between the Company and Government in equal parts.

The net earnings of the Lucknow-Bareilly Railway and State Works after payment of (*i*) interest on debentures and share of Joint Debenture stock and (*ii*) interest on all capital supplied by the Company or Government, are to be divided between the Company and Government in the ratio of their respective shares of capital in the Lucknow-Bareilly Railway and State Works.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$ · **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.						TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1884	55·00	19,40,266	36,543	1,733	0·09	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.	51	95·26
1885	55·00	21,71,124	2,38,572	80,153	3·69		68	66·40
1886	55·00	22,52,962	3,00,191	1,23,832	5·50		86	58·75
1887	55·00	22,91,619	3,19,274	1,16,800	5·10		92	63·42
1888	55·00	23,40,100	3,34,092	1,42,120	6·07		96	57·46
1889	55·00	23,96,624	3,72,270	1,60,135	6·68		107	56·98
1890	55·00	24,17,052	3,14,834	1,51,003	6·25		90	52·04
1891	53·92	20,49,458	3,85,084	1,60,081	7·81		112	58·43
1892	53·92	20,58,575	4,33,648	1,97,780	9·61		127	54·39
1893	53·92	20,82,280	4,25,909	1,83,180	8·80		124	56·99
1894	53·92	20,80,440	4,59,313	2,15,191	10·34		134	53·15
1895	53·92	20,78,251	4,04,504	1,52,209	7·32		118	62·37
1896	53·92	20,79,863	4,26,905	1,53,821	7·40		125	63·96
1897	53·92	21,20,428	4,23,720	1,72,319	8·13		124	59·33
1898	53·92	21,42,552	4,62,308	2,20,785	10·30		135	52·24
1899	53·92	21,48,313	4,65,623	2,34,020	10·89		136	49·74
1900	53·92	21,53,125	4,37,572	2,28,048	10·59		128	47·88
1901	53·92	22,09,423	3,84,314	2,09,896	9·50		112	45·38
1902	53·92	23,36,911	4,10,626	2,18,317	9·34		120	46·83
1903	53·92	25,89,790	4,13,147	2,20,405	8·51		121	46·65
1904	53·92	43,55,575	4,18,787	2,24,403	5·15		122	46·41
1905	53·92	93,34,589	4,40,664	1,54,126	1·65	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.	129	65·02
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·13		124	54·56
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43		158	46·67
1908	203·35	1,35,79,271	11,44,078	5,50,193	4·05		102	51·91
1909	202·06	1,36,93,877	12,70,929	6,26,391	4·57		121	50·71

20 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Lucknow to Sitapur	8-10-84	15-11-86	55·00	
Sitapur to Lakhimpur		15-4-87	28·50	
Lakhimpur to Gola Gokaran Nath		15-12-87	21·50	
Gola Gokaran Nath to Pilibhit	27-12-89	1-4-91	57·55	
Pilibhit to Bhoojeepura	Bareilly to mile 4·62 on 17-3-82. Mile 4·62 to Pilibhit, 24-2-83.	15-11-84	24·00	
Bhoojeepura to Bareilly		12-10-84	12·00	
Total Main line	.....	.....	.....	198·55
Branches—				
Bareilly grain siding	24-3-92	1-4-94	1·75	
Dudhwa branch—				
Mailani to Sarda	Mailani to Dudhwa, 3-12-90;	1-1-93	15·00	
Sarda to Sohela		10-3-93	8·50	
Sohela to Sonaripur	Dudhwa to Sonaripur 2-11-93	18-3-94	7·37	
Dudhwa to Chandan Choki	12-4-01.	4-4-03	5·87	
Total Branches	.....	.....	.....	38·49
TOTAL OPEN MILEAGE	.....	.....	.....	237·04
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—		Probable date.		
Sonaripur to Ramnagar Ghat	12-5-08	July 1910	20·79	
Dudhwa to the Nepal Frontier	12-5-08		14·00	
Pilibhit to Barmdeo	24-5-09	.....	38·75	
Total under construction or sanctioned	.....	.....	.....	73·54
GRAND TOTAL	.....	.....	.....	310·58

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

20 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Details of construction:—

Permanent-way.—The permanent-way consists of 41½-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 20 (*a*).

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198·38	79,17,846	4,95,068	1,72,145	2·17	2,72,055	...	—99,910	56	65·23
1892	198·38	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	—43,686	66	59·79
1893	222·05	83,89,362	7,28,878	2,73,541	3·26	3,26,770	3,495	—56,724	67	62·47
1894	231·17	85,93,158	9,72,269	3,94,240	4·59	3,45,323	24,180	+24,737	88	59·45
1895	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	—59,314	74	62·09
1896	23·117	89,63,620	8,27,599	3,02,071	3·37	3,48,385	13,415	—60,229	75	63·50
1897	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	—37,344	75	59·42
1898	231·17	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+67,290	94	51·63
1899	231·17	94,97,485	12,72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	231·17	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	107	48·00
1901	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902	231·17	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	132	47·05
1903	237·04	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	126	46·65
1904	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	133	46·68
1905	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906	237·04	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	148	49·45
1907	237·04	1,24,59,395	16,97,182	9,07,863	7·29	4,18,611	73,229	+ 4,16,023	150	46·51
1908	237·04	1,27,50,545	16,15,542	7,80,747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67
1909	237·04	1,43,82,316	17,17,491	7,84,749	5·46	4,11,131	44,700	+ 3,28,918	139	54·31

N.B.—**Statistics for the periods prior to 1891 will be found in the Report for 1907.**

20 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	TOTAL.
			Miles.	Miles.
Shahjahanpur to Powayan	January 1889	17-6-90	17·00	
Powayan to Khotar		19-5-91	14·00	
Khotar Mailani	February 1894	22-12-94	8·50	
Total	.....	.....	.....	39·50

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

20 (*c*) **Powayan Light railway** (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Terms of contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

13th July 1906 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to provision of moneys for capital expenditure and acquisition by the Railway Company of interest in the Powayan Light Railway Company.

The general conditions of the contracts are as follows :—

Government aid.—Land.

Currency of contract.—The contract is terminable on the 31st December 1932 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half-year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	39·50	8,41,038	66,862	20,059	2·39	33	70·00
1902	39·50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	28,482	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60·37
1906	39·50	8,94,751	99,566	39,491	4·41	48	60·34
1907	39·50	8,94,751	87,302	34,626	3·87	42	60·34
1908	39·50	8,94,801	81,450	32,292	3·60	40	60·35
1909	39·50	8,94,801	91,687	36,352	4·06	45	60·35

Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. **UDAIPUR-CHITORGARH RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

Running powers—

Home line over Foreign line :—

	Miles.
Rajputana-Malwa railway, Berach Signal station to Chitorgarh	1·42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	TOTAL.
			Miles.	Miles.
Berach near Chitorgarh to Debari near Udaipur	Feb. 1894	1-8-95	60·39	
Separate station at Chitorgarh	2-6-98	15-8-98	0·47	
Debari to Udaipur		25-8-99	6·44	
Total	.....	.....	.....	67·30

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. UDAIPUR-CHITORGARH RAILWAY (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Terms of contract—

Nil.—The line is owned and worked by the Udaipur State.

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1898	60·83	17,18,460	1,43,822	61,364	3·57	45	57·33
1899	67·30	19,89,912	2,10,540	1,04,829	5 27	64	50·21
1900	67·30	20,41,310	3,17,928	1,85,703	9·10	91	41·59
1901	67·30	20,61,858	2,22,175	94,112	4·56	63	57·65
1902	67·30	20,65,630	2,17,388	97,131	4·70	62	55·32
1903	67·30	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	67·30	20,66,093	1,51,293	53,175	2·57	42	64·86
1905	67·30	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	67·30	20,75,567	2,47,813	1,35,467	6·52	69	45·33
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908	67·30	20,77,554	2,38,916	1,18,044	5·68	68	50·59
1909	67·30	20,96,383	2,43,050	1,24,855	5·95	69	48·62

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head 22.}}{\text{Sub-head (a)}}$ ARRAH-SASARAM LIGHT RAILWAY (2′ 6″ gauge).—

Construction of this Light railway under Bengal Tramways Act, III of 1883, was sanctioned by Bengal Government order contained in that Government's Notification No. 39-R. of 12th October 1909.

Progress in opening.

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Arrah to Sasaram	12-10-09	...	60·75	60·75

Number $\frac{\text{Main head 23.}}{\text{Sub-head (a)}}$ BANGALORE-CHICKBALLAPUR LIGHT RAILWAY (2′ 6″ gauge)—

This railway is to be financed by an Indian Company floated for the purpose under a guarantee from the Mysore Darbar of 4 per cent per annum on the subscribed capital.

Progress in opening.

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles
Bangalore to Chickballapur	10-9-09	...	37·95	

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head } 24}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Baraset to Basirhat	3-4-03	1-2-05	26·00	
Basirhat to Chingrighata	12-9-07	2-3-09	8·50	
Total open lines	...	...	...	34·50
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Beliaghata Bridge to Pattipooker	19-2-09	16-2-10	...	16·62
GRAND TOTAL	...	...	...	51·12

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Terms of contract—

The line is worked on the terms contained in the Bengal Government Notification No. 86-R., 22-R., and 9-R., dated, respectively, the 15th May 1903, 23rd November 1907 and 19th February 1909, under the following agreements:—

Agreements of—{14th December 1897, 6th November 1907, 19th February 1909} (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows:—

Aid by the District Board.—The District Board guarantees such an annual subsidy as will enable the Company to pay 4 per cent per annum on the share capital of the Company or make the net profits equivalent to Rs. 1,500 per annum per mile of the original line as well as of the extensions subject to a maximum of Rs. 38,000, per annum and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)

Currency of agreement.—Under section 41 of the Bengal Act (III of 1883), *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent thereon.

Terms of working.—Any surplus profits in excess of 4 per cent on share capital *plus* not more than 4 per cent on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	26·06	9,07,781	1,11,201	55,682	6·13	—5,394	50,288	5·54	90	49·93
1906	26·06	9,52,953	1,56,731	79,536	8·35	—12,669	66,867	7·02	111	47·28
1907	26·06	10,06,570	1,72,574	85,830	8·53	—16,096	69,734	6·93	127	50·26
1908	26·06	10,52,939	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69
1909	34·50	14,20,827	1,73,715	69,303	4·88	—6,478	62,825	4·42	97	60·10

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head } 25}{\text{Sub-head } (a)}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—F. M. Halliday, Esq.

Secretaries—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, London, E. C.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Barsi Road Junction to the Town of Barsi	1-8-95	1-3-97	21 59	
Barsi Road Junction to Pandharpur	6-1-98	2-12-06	30·21	
Barsi town to Kuslamb	20-11-00	15-6-05	6·34	
Kuslamb to Tadwale		1-5-06	20·36	
Total open lines	...	...	...	78 50
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Tadwale to Latur	2 9-09	...	37·12	
Pandharpur to Pandharpur town	21-11-08	...	1 36	
				38·48
GRAND TOTAL	...	...	...	116 98

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 89 and one of 1 in 90; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

Terms of contracts—

The Barsi Light railway is worked under the following:—

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi Town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

31st March 1909 (between the Secretary of State and the Barsi Light Railway Company) supplemental to the Contracts of 1902, 1903 and 1905 as to the raising of capital required for the extension, from Tadwale to Latur.

Despatch—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

Agreements of—21st April 1909 (between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company) for construction and working of the Tadwale Latur extension.

4th May 1909 (between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company) by which the former waives its claim to construct and work the Tadwale Latur extension.

The general conditions are as follows:—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State. And as regards the Tadwale Latur extension His Highness the Nizam's Guaranteed State Railways Company shall have the option of purchasing the extension, subject in all respects to the rights of the Nizam's Government under the several contracts between that Government and the Railway Company after the expiration of 20 years from the date of its opening throughout for traffic on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles	Rs.	Rs.	Rs.		Rs.	
1900	21·59	12,56,501	1,24,440	42,440	3·13	111	65·90
1901	21·59	13,18,312	1,68,238	79,588	6·04	150	52·69
1902	21·59	13,18,242	1,50,275	52,879	4·01	134	64·81
1903	21·59	13,18,289	1,30,694	53,423	4·05	116	59·12
1904	21·59	13,43,901	1,66,934	64,952	4·83	149	61·09
1905	27·93	27,88,002	2,19,478	1,39,618	5·01	168	36·39
1906	78·50	41,11,374	2,19,284	1,09,862	2·67	96	49·90
1907	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908	78·50	48,29,287	4,31,002	1,72,063	3·36	105	60·08
1909	78·50	57,13,286	6,44,775	3,89,578	6·82	158	39·58

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. **BUKHTIARPORE-BEHAR LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles	Miles.
Bukhtiarpore on the East Indian railway to Behar	30-5-01	1-7-03	18·50	...
Behar to Silao	15-6-08	17-7-09	9·50	...
Total	...	...	...	28·00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

Terms of contract—

The railway has been constructed and is worked on the terms contained in the Bengal Government Notification No. 100 and 11 Railway, dated respectively, the 25th June 1901 and 15th June 1908, under the following agreements:—

Agreements of—21st August 1899 } (between the District Board of Patna and the Bukhtiarpore-Behar Light Rail-
2nd June 1908 } way Company).

The general conditions are as follows:—

Aid by the District Board.—The District Board guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary so as to allow of the Company paying a dividend of 4 per cent per annum on the Company's share capital of Rs. 12,00,000, subject to a maximum limit of Rs. 32,000 per annum, and also grant the free use of a width of 8 feet along one side of the district road for the purpose of laying the line. The Company at its own expense shall acquire additional land required.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. **BUKHTIARPORE-BEHAR LIGHT RAILWAY** (2′ 6″ gauge)—*concl'd.*

Terms of contract - *concld.*

Terms of working.—Any surplus profits in excess of 4 per cent on share capital, *plus* not more than 4 per cent on any debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed up to which the Company is permitted to vary rates.

Statistics of working—

TABLE I.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	
1903	18·50	7,48,851	35,800	15,117	2·02	...	15,117	2·02
1904	18·50	8,11,233	1,12,923	66,571	8·21	—10,616	55,955	6·90
1905	18·50	8,25,210	88,948	35,681	4·32	—90	35,591	4·31
1906	18·50	8,43,827	1,11,409	48,163	5·71	—5,674	42,489	5·04
1907	18·50	8,92,221	1,10,888	46,073	5·16	—4,501	41,572	4·66
1908	18·50	9 00,878	1,10,152	45,122	5·01	—1,915	43,207	4·80
1909	28·00	11,96,973	1,52,322	58,331	4·87	—5,198	53,133	4 44

TABLE II.

Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)
Rs.	
74	57·77
118	41·57
92	59·84
116	56·77
115	58·45
114	59·04
128	61·70

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$. **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY** (2′ 6″ gauge) —

The construction, maintenance and working of this light railway under the Indian Tramway's Act, 1886 (XI of 1886) was sanctioned by the Government of Bombay under their Notification No. 5-Ry., dated the 1st September 1909.

Progress in opening.—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Champaner Road to Shivrajpur	1-9-09	.....	18·75	18·75

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **CUTCH STATE RAILWAY** (2′ 6″ gauge)—

Progress in opening.—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Tuna to Anjar	26-8-03	18-5-05	11·67	
Anjar to Bhuj	8-12-05	1-11-08	25·11	
Total	...	...	...	36 78

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Terms of contract—

Nil.—The line is owned and worked by the Cutch State.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number Main head 29 / Sub-head (a). CUTCH STATE RAILWAY—*concld.*

Statistics of working—

TABLE I.						TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·63
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,815	43,221	24,070	2·94	71	44 31
1908	36·78	8.74,980	40,006	18.237	2·07	20	54·41
1909	36·78	9,42,842	84,864	47,851	5·07	44	43·61

Number Main head 29 / Sub-head (a). DEHRI-RHOTAS LIGHT RAILWAY (2′ 6″ gauge)—

Construction of this railway by a private company, under the Bengal Tramways Act, III of 1883, was sanctioned by the Bengal Government under their Notification No. 24 R., dated the 10th November 1908.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles	Miles.
Dehri-on-Sone to Akbarpore	10-11-08	Probable date. June 1910.	23·83	23·83

Number Main head 30 / Sub-head (a). DHOLPUR-BARI RAILWAY (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles	Miles.
From Dholpur on the Indian Midland section of the Great Indian Peninsula railway to Bari.	14-11-05	24-2-08	19·62	19·62

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder is laid with 35-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,910 feet.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

Nil.—The line is owned and worked by the Dholpur Durbar.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	19·62	7,33,502	21,252	—11,261	...	25	152·74
1909	19·62	6,91,940	38,226	5,773	0·83	35	84·06

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

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Number Main head 31 / Sub-head (a) . DWARA-THERRIA LIGHT RAILWAY (2′ 6″ gauge)—

The company formed for its construction having gone into liquidation, a syndicate put forward proposals for purchasing and completing the line. The Local Government has agreed to certain concessions asked for by the liquidator except the guarantee of interest at 4 per cent per annum which was offered to the original company for 10 years on a debenture loan of 4 lakhs of rupees, provided all Government dues are liquidated and the Lieutenant-Governor is satisfied that the syndicate is a sound one and can undertake to carry on the several businesses of the Railway.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Dwara to Maolong	15-5-02	...	*13·50	
Maolong to Therria Ghat	15-5-02	...	†6·00	
Total	...	...	...	19·50

Number Main head 32 / Sub-head (a) SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2′ 6″ gauge)—

The construction and working of this railway by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, $\frac{339}{187}$R., dated the 18th April 1904, and a Company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Shahdara to Saharanpur	4-1-02	15-10-07	92·63	92·63
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Baraut to Meerut	4-1-02	...	†30·00	30·00
Total	.....	...	...	122·63

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Terms of contract—

The line is worked under the following agreement :—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows :—

Government aid.—Free grant of land for a single 5′ 6″ gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, *viz.*, on the 18th April 1927 at 25 years' purchase of the annual profits to the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of seven years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on twelve months' notice at 25 per cent in excess of the Company's capital expenditure.

* Work suspended.
† Commencement of work not authorised.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 32}}{\text{Sub-head (a)}}$. SHAHDARA(DELHI)-SAHARANPUR LIGHT RAILWAY—*concld.*

Terms of contract—*concld.*

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent upon the paid-up capital of the Company, such surplus profits shall, after setting aside such reasonable sum as the Directors of the Company may deem proper to carry forward, be equally divided between the Government and the Company.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	93·02	33,02,226	1,01,146	29,783	0·90	45	70·55
1908	92·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73
1909	92·63	41,56,390	4,05,856	1,96,014	4·71	84	51·73

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. TARAKESHWAR-MAGRA LIGHT RAILWAY (2′ 6″ gauge)—

Progress in openin g—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles	Miles.
Tarakeshwar to Rudrani	18-12-91	7-11-94	12·50	
Rudrani to Magra		8-3-95	18·62	
Magra to Tribeni	...	14-4-04	2·15	
Total	...	...	...	33·27

Details of construction—

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magraganj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Terms of contracts—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in the Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

Agreements of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 33}{\text{Sub-head } (a)}$. **TARAKESHWAR-MAGRA LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	31·12	9,61,811	76,594	20,961	2·18	47	72·63
1901	31·12	9,72,175	83,150	24,746	2·55	51	70·24
1902	31·12	9,73,262	84,272	24,842	2·55	52	70·52
1903	31·12	10,15,725	85,546	25,350	2·50	53	70·37
1904	33·27	10,43,715	89,735	27,564	2·64	52	69·28
1905	33·27	10,47,028	86,838	21,871	2·09	50	74·81
1906	33·27	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	33·27	10,92,156	1,10,238	34,500	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,482	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·43	72	69·46

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head } 34}{\text{Sub-head } (a)}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore-Balipara Light railway and from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Tezpore Ghat to Bindukuri	Oct. 1894	9-8-94	8·10	
Bindukuri to Balipara		1-9-95	12·00	
Total	...	...	...	20·10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on nahor sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Terms of contract—

The Tezpore-Balipara Light railway is maintained and worked under the terms of the order published under—

Notification No. 33, dated the 1st June 1895, issued by the Chief Commissioner of Assam.

The general conditions are as follows :—

Government aid.—Free use of Government land and a subsidy to the extent of Rs. 5,000 up to the end of March 1914 from the Local Board at Tezpore.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving twelve months' previous notice and on paying the Company the value of the property as a dividend-earning investment together with an additional bonus of 20 per cent over and above such value.

NOTE.—It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain rates and fares have been fixed.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1900 .	20·10	4,87,240	95,981	25,797	5·29	5,000	30,797	6·32	92	73·12
1901 .	20·10	4,87,240	83,840	16,898	3·47	5,000	21,898	4·49	80	79·84
1902 .	20·10	4,87,240	85,012	21,651	4·44	5,000	26,651	5·47	81	74·53
1903 .	20·10	4,87,240	94,742	27,739	5·69	5,000	32,739	6·71	91	70·72
1904 .	20·10	4,87,240	88,463	17,291	3·55	5,000	22,291	4·57	85	80·45
1905 .	20·10	4,87,240	1,03,380	27,082	5·56	5,000	32,082	6·58	99	73·80
1906 .	20·10	4,87,240	1,14,740	34,976	7·18	5,000	39,976	8·20	110	69·51
1907 .	20·10	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908 .	20·10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·42
1909 .	20·10	4,87,240	85,964	23,618	4·84	5,000	28,618	5·87	84	72·52

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$. **AVADI-POONAMALLEE LIGHT RAILWAY** (2′ 0″ gauge)—

This line, which is a mono-rail tramway, will be converted into a 2′ gauge double rail tramway between Avadi and Poonamallee in the district of Chingleput. It was sanctioned by an order under the Indian Tramways Act of 1886 contained in the Madras Government Notification No. 3-L., dated the 5th January 1909.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Avadi to Poonamallee	5-1-09	.....	6·50	6·50

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Siliguri to Kurseong	1879	23-8-80	31·75	
Kurseong to Sonada		1-2-81	9·50	
Sonada to Ghum		4-4-81	5·87	
Ghum to Darjeeling		4-7-81	3·63	
Darjeeling to Darjeeling Bazar		16-6-85	0·25	
Total .	.....	.....	.....	51·00

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—*concld.*

Details of construction—

Permanent-way.—The section of the line in the plains is laid with 41¼-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41¼-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41¼ lbs. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract :—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished their right to determine the contract at the end of the 25th year and decided to allow the existing contract to continue for a further period of 10 years, *viz.*, to May 1919.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportio of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1900 .	51·00	34,99,487	8,09,158	3,61,840	10·34	—64,268	2,97,572	8·50	305	55·28
1901 .	51·00	34,78,411	7,87,941	3,13,861	9·02	—49,971	2,63,890	7·59	297	60·17
1902 .	51·00	34,96,507	8,50,280	3,78,005	10·81	—67,704	3,10,301	8·87	321	55·54
1903 .	51·00	36,13,058	9,61,662	4,16,752	11·54	—79,226	3,37,526	9·34	363	56·65
1904 .	51·00	37,38,436	10,45,187	4,75,227	12·71	—97,200	3,78,027	10·11	394	54·53
1905 .	51·00	37,51,562	9,72,644	4,09,514	10·91	—77,621	3,31,893	8·85	367	57·90
1906 .	51·00	37,43,284	9,80,351	4,01,239	10·72	—75,126	3,26,113	8·71	370	59·07
1907 .	51·00	37,53,304	9,49,717	4,29,129	11·43	—83,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11 24	—66,162	3,55,292	9·48	356	55·32
1909 .	51·00	37,72,667	9,89,125	4,39,895	11·66	—88,395	3,51,500	9·31	373	55·52

N B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 37}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Foreign line over home line :—

Howrah-Sheakhala light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Main line—				
Telkul Ghât (Howrah) to Dumjur	27-3-95	1-7-97	9·20	
Dumjur to Bargachia		2-10-97	5·87	
Bargachia to Maju		4-5-98	5·50	
Maju to Amta		1-6-98	6·62	
Total main line	.....	.....	.....	27·19
Branches—				
Bargachia to Jagatbalabpur	27-3-95	2-10-97	1·50	
Jagatbalabpur to Autpur	20-3-02	1-6-04	8·50	
Autpur to Champadanga		24-8-08	6·68	
Total Branch	.....	.....	.....	16·68
TOTAL OPEN MILEAGE	.....	.....	.....	43·87
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Autpur to Rajbulhat	20-3-02	.....	.....	3·50*
GRAND TOTAL	.....	.....	.....	47·37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

Aid by the District Board.—As subsidy for payment of dividends the District Board has guaranteed to pay a sum sufficient to make the net earnings up to a sum which would enable the company to pay a dividend of 4 per cent per annum or equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

Currency of agreements.—The District Board has the power of determining the agreements after 21 years from the date of the Government order sanctioning the construction of the railway, *viz.*, on the 26th March 1916. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1883 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

*Commencement of work not yet authorised.

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1900 . .	28·69	12,05,751	2,56,418	1,23,104	10·21	−30,244	92,860	7·70	172	51·99
1901 . .	28·69	12,19,841	2,60,535	1,14,037	9·35	−26,146	87,941	7·21	175	56·21
1902 . .	28·69	12,91,191	2,65,497	1,33,120	10·31	−29,703	1,03,417	8·01	178	49·86
1903 . .	28·69	13,15,227	2,77,451	1,35,876	10·33	−30,921	1,04,955	7·98	186	51·13
1904 . .	37·19	16,16,304	2,97,790	1,55,718	9·63	−35,715	1,20,003	7·42	170	47·71
1905 . .	37.19	16,41,552	3,28,722	1,79,429	10·93	−39,563	1,39,866	8·52	170	45·42
1906 . .	37·19	18,23,741	3,51,462	1,77,670	9·74	−38,681	1,38,989	7·62	182	49·45
1907 . .	37·19	18,83,829	3,70,554	2,03,338	10·79	−40,536	1,62,802	8·64	192	44·13
1908 . .	43·87	21,57,189	3,98,131	1,96,412	9·10	−38,678	1,57,734	7·31	193	50·67
1909 . .	43·87	21,80,794	4,37,024	2,10,668	9·66	−40,935	1,69,733	7·78	191	51·79

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head 38}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over foreign line :—

Telkul Ghât to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles	Miles.
Kadamtolla to Chanditala	27-3-95	2-8-97	8·88	
Chanditala to Kistrampur		10-9-97	3·75	
Kistrampur to Sheakhala		7-11-97	4·75	
Total Main line	.....	.....	.....	17·38
Branch—				
Chanditala to Janai	27-3-95	5-5-98	2·37	
Total Branch	.....	.....	.....	2·37
GRAND TOTAL	.....	.....	.....	19·75

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pynkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheakhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road has been granted to the Company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreements.—The District Board has the power of determining the agreement after 21 years from the date of the Government order sanctioning the construction of the line, *viz.*, on the 26th March 1916. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent over and above such value.

Terms of working.—Whenever the net earnings of the Company are in excess of 4 per cent upon the capital of the Company actually paid up and expended for the time being, surplus profits are divided between the Company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board

APPENDIX 9—*contd.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 38}{\text{Sub-head } (a)}$ HOWRAH-SHEAKHALA LIGHT RAILWAY (2′ 0″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1900 . . .	19·75	6,15,256	76,019	26,824	4·36	—999	25,825	4·20	67	64·71
1901 . . .	19·75	6,16,380	75,579	23,165	3·76	1,108	24,273	3·94	67	69·35
1902 . . .	19·75	6,16,373	82,019	31,739	5·15	—550	31,189	5·06	73	61·30
1903 . . .	19·75	6,22,091	87,049	33,387	5·37	—1,037	32,350	5·20	77	61·65
1904 . . .	19·75	6,17,198	86,257	39,139	6·34	—2,747	36,392	5·90	76	54·63
1905 . . .	19·75	6,19,894	88,266	38,128	6·15	—2,419	35,709	5·76	78	56·80
1906 . . .	19·75	6,23,896	90,595	37,047	5·94	—2,548	34,499	5·53	80	59·11
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	—2,728	36,498	5·84	84	58·81
1908 . . .	19·75	6,33,299	1,01,052	34,303	5·42	—2,987	31,316	4·94	89	66·05
1909 . . .	19·75	6,50,458	1,07,476	38,522	5·92	—3,595	34,927	5·37	104	64·16

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

Number $\frac{\text{Main head } 39}{\text{Sub-head } (a)}$. JAGADHRI LIGHT RAILWAY (2′ 0″ gauge)—

Construction of this railway, under the Indian Tramways Act of 1886, was sanctioned by the Punjab Government under their Notification No. 754, dated the 15th December 1909.

Progress in opening—

Section of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
			Miles.	Miles.
Jagadhri station to Jagadhri city	15-12-09	.....	4·52	4·52

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$. JORHAT STATE RAILWAY (2′ 0″ gauge)—

The line was constructed out of Provincial revenues by the Administration of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Progress in opening—

Sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
Main line—			Miles.	Miles.
Gosaigaon to Jorhat	13-9-83	15-12-84	7·00	
Jorhat to Dhali river		15-12-84	9·50	
Dhali river to Titabar		16-7-87	1·75	
Extension of line from Gosaigaon to Borghop (cold weather line)	...	22-10-01	5·00	
Alternative cold weather section across Gosaigaon channel	...	20-12-09	1·40	
Total Main line .	...	...	...	24·65
Mariani branch—				
Chenimara Junction to Mariani	13-9-83	7-1-85	...	7·00
GRAND TOTAL .	...	...	...	31·65

APPENDIX 9—*concld.*

[APPENDIX 38 IN THE REPORT FOR 1908.]

History of railways constructed and in progress.

[For Index see page 98.]

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$. **JORHAT STATE RAILWAY** (2′ 0″ gauge)—*concld.*

Details of construction—

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails, 30 lbs. to the yard, and about a mile between Jorhat and Chenimara, which is laid with steel rails, 25 lbs. to the yard, the rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Terms of contract—

The line is owned and worked by the State.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	R	Rs.		Rs.	Rs.	Rs.	
1900	30·00	9,08,643	86,695	—15,664	...	36,341	—52,005	63	118·07
1901	30·25	9,01,038	83,184	—4,174	...	36,248	—40,422	56	105·01
1902	30·00	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	30·25	9,03,343	90,710	13,594	1·50	36,408	—22,814	58	85·01
1904	30·25	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	30·25	9,08,441	78,600	2,458	0·27	36,480	—34,022	48	96·87
1906	31·75	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·96
1907	31·75	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,29,930	1,01,098	11,258	1·21	31,681	—20,423	62	88·86
1909	31·65	9,52,583	99,533	11,283	1·18	31,748	—20,465	60	88·66

N.B.—Statistics for the periods prior to 1900 will be found in the Report for 1907.

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.		2 (a) Twist and yarn, European.		2 (b) Twist and yarn, Indian.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*)	Bengal-Nagpur	344	7,291	1,972,739	52,49,053	12,519	1,59,581	3,541	20,835	19,332	2,43,678
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	508	10,919	159,369	3,07,921	176,963	18,39,957	603	12,209	18,456	2,63,377
3	..	Eastern Bengal State	1,698	20,158	843,117	7,58,198	2,295	14,597	826	6,863	5,330	44,530
4	...	East Indian	3,247	1,00,354	6,730,482	2,06,85,646	64,045	6,92,715	1,232	35,721	16,785	1,74,976
5	...	Great Indian Peninsula	1,643	59,958	499,491	16,41,158	362,610	35,91,545	12,215	2,21,038	21,942	2,54,936
6	...	Madras and Southern Mahratta	759	12,249	132,297	10,14,855	108,603	11,52,008	8,154	85,645	20,712	2,31,636
7	(*a*) & (*b*)	Nizam's Guaranteed State	122	2,233	337,627	10,23,721	7,880	47,299	3,214	35,250	2,718	36,776
8	(*a*) to (*j*)	North Western State	4,573	1,11,744	327,116	7,38,918	134,127	16,81,684	1,677	33,974	7,795	1,40,327
9	(*a*) & (*b*)	Oudh and Rohilkhand State	1,428	19,779	77,263	2,12,416	23,361	99,339	1,793	17,988	7,121	55,914
10	...	South Indian	348	5,874	22,454	45,389	51,598	3,30,935	3,817	40,074	15,269	1,43,862
		3′ 3½″ gauge.										
11	...	Assam-Bengal	280	2,829	47,698	1,62,053	4,782	40,749	281	1,620	821	5,631
12	...	Bengal and North-Western	904	13,487	164,376	1,90,127	1,858	16,035	158	1,749	7,124	80,026
13	...	Bengal Dooars	118	1,208	18,941	75,330	11	43	18	89	95	410
14	...	Bhavnagar-Gondal-Junagad-Porbandar	364	3,539	11,031	11,011	40,561	1,78,572	59	342	1,390	8,141
15	(*a*) & (*b*)	Burma	720	12,137	3,574	26,175	7,495	17,257	2,489	47,368	2,097	41,220
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	596,889	5,70,315	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	70	1,967	11,513	47,092	39,055	4,52,618	616	10,769	1,060	21,574
18	...	Jodhpur-Bikaner	354	4,241	11,035	13,211	14,048	53,049	4	49	1,075	7,468
19	...	Morvi	25	184	726	1,547	4,188	25,011	6	35	80	427
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	834	18,200	175,082	2,69,240	105,992	12,42,961	690	7,494	16,535	3,46,806
20	(*a*) & (*b*)	Rohilkund and Kumaon	401	3,334	5,401	5,882	3,132	10,428	7	38	3,570	15,268
21	...	Udaipur-Chitorgarh	9	90	342	628	2,539	9,404	3	16	45	314
		2′ 6″ gauge.										
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	23	99	1,343	1,941	16,349	49,785	139	497	347	887
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	...	...	743	2,441	2,559	2,778	65	224	3	14
30	...	Dholpur-Bari	2	6	28	1	969	2,701	...	...	21	63
1	(*d*)	Mourbhanj	2	8	136	230	7	15	...	...	39	103
1	(*e*)	Parlakimedi Light	2	4	...	...	...	...	...	...	233	202
20	(*c*)	Pownyan Light	...	...	...	...	...	...	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light	12	73	677	1,210	492	1,806	1	3	5	20
33	...	Tarakeshwar-Magra Light	...	...	281	257	...	...	1	3	...	...
34	...	Tezpore-Balipara Light	...	...	3,687	9,825	...	...	...	...	...	...
		2′ 0″ gauge.										
36	...	Darjeeling-Himalayan	195	5,699	2,271	20,426	7	185	1	21	156	4,026
37	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		TOTAL 1909	18,985	4,17,664	12,157,729	3,30,86,233	1,188,025	1,67,13,057	41,810	5,79,914	170,156	21,22,632
		TOTAL 1908	17,708	3,95,840	13,243,034	3,58,65,395	964,734	1,22,71,667	48,343	6,77,499	163,432	19,62,388
		INCREASE	1,277	21,824	...	...	223,311	44,41,390	...	...	6,724	1,60,244
		DECREASE	...	...	1,085,305	27,79,102	...	...	6,533	97,585	...	...

DIX 10.

REPORT FOR 1908.]

earnings therefrom during the calendar year 1909.

and is therefore not the same as the total production.]

III.								IV.		V.								Number.
COTTON.						Total.		Chemicals, excepting saltpetre.		DRUGS.								
MANUFACTURED.										1. Intoxicating other than opium.		2. NON-INTOXICATING.				Total.		
(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.								(a) Medicinal preparations.		(b) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,258	99,441	9,391	1,44,235	299	4,650	53,340	6,72,420	668	9,734	18	476	...	...	796	13,820	814	14,296	1
13,440	2,76,629	20,257	2,91,021	1,020	20,624	230,739	27,03,817	1,750	28,122	25	631	515	9,192	1,923	32,938	2,463	42,761	2
24,886	2,65,218	6,473	50,216	...	...	39,810	3,81,424	2,208	20,961	38	718	156	2,903	1,435	20,930	1,629	24,551	3
58,967	15,10,743	9,932	1,49,539	1,674	39,225	152,635	26,02,919	6,450	1,08,232	58	1,126	901	34,564	1,832	34,239	2,791	69,929	4
45,773	15,32,064	24,838	4,67,394	1,857	45,088	469,235	1,11,12,065	1,930	53,693	111	4,508	370	12,165	2,098	47,959	2,579	64,632	5
13,452	1,89,898	13,762	1,91,608	3,988	39,801	168,671	18,90,596	1,876	28,003	9	184	866	13,921	2,601	31,292	3,476	45,397	6
2,500	25,419	1,540	23,539	91	1,214	17,943	1,79,517	150	2,323	26	353	132	2,396	567	5,640	725	8,389	7
27,097	6,86,871	32,072	7,24,200	1,687	29,935	204,655	32,96,991	7,707	1,01,138	325	5,694	696	23,614	9,877	1,60,326	10,898	1,89,634	8
10,181	68,694	6,353	49,256	700	7,436	49,709	2,98,627	1,852	14,280	123	3,206	313	4,327	746	6,330	1,182	13,863	9
10,402	1,42,748	6,658	81,577	1,183	13,454	88,927	7,52,670	1,830	22,123	70	673	493	13,441	4,156	37,556	4,719	51,670	10
2,321	25,228	2,043	15,913	32	388	10,280	89,529	423	4,311	...	2	173	2,623	311	1,920	484	4,545	11
19,492	1,97,602	6,265	55,234	668	8,954	35,565	3,59,600	1,649	5,600	78	1,149	129	2,016	16,480	93,658	16,687	96,823	12
717	5,560	95	921	...	...	936	7,023	1,051	13,769	...	...	81	539	50	177	131	716	13
824	6,875	1,704	12,438	7	57	44,545	2,06,425	52	473	...	...	50	529	132	989	182	1,518	14
6,609	1,03,821	1,705	25,214	551	10,268	20,946	2,45,148	124	2,547	1	15	206	5,716	464	5,731	671	11,462	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	314	2,007	314	2,007	...	...	...	...	...	...	250	1,925	250	1,925	17
978	15,970	1,291	18,817	3	24	43,003	5,19,772	15	233	7	140	25	332	35	440	67	912	7
2,001	16,569	3,943	26,188	98	1,066	21,169	1,04,389	106	893	9	76	44	622	597	5,264	650	5,962	18
96	580	221	1,208	11	68	4,602	27,329	25	186	3	10	61	292	26	141	90	443	19
13,346	2,37,438	20,521	4,15,355	1,238	24,794	158,322	22,74,848	632	11,714	54	1,292	62	663	2,265	46,129	2,381	48,084	2
1,565	8,194	1,901	11,677	78	532	10,253	46,137	914	8,173	15	193	50	375	628	4,943	693	5,511	20
260	2,087	401	3,197	7	54	3,255	15,072	...	6	...	1	...	1	53	386	53	388	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
362	1,346	632	2,151	...	2	17,829	54,668	14	53	...	...	...	1	60	197	60	198	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
195	661	1	2	5	20	2,823	3,699	...	...	...	...	1	4	...	...	1	4	28
27	76	30	86	4	16	1,051	2,942	...	...	...	...	...	2	...	1	...	3	30
70	189	1	3	1	5	118	315	6	15	...	...	...	...	4	13	4	13	1
7	14	14	20	...	...	254	236	6	9	...	...	...	...	18	15	18	15	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
526	2,963	22	95	2	6	1,048	4,893	3	21	...	...	3	24	10	53	13	77	32
...	...	38	70	...	...	39	73	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	13	99	13	99	...	...	...	...	...	...	9	65	9	65	34
364	8,753	155	3,998	22	584	705	17,567	31	830	...	...	64	1,273	20	642	84	1,915	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
264,716	54,41,651	172,259	27,65,192	15,563	2,50,371	1,852,639	2,78,72,817	31,502	4,37,442	970	20,447	5,391	1,31,535	47,443	5,53,719	53,804	7,05,701	
252,577	51,11,320	161,674	23,77,312	14,255	2,31,244	1,605,015	2,26,31,430	25,306	3,62,486	1,153	19,863	5,630	1,31,463	40,581	4,41,636	47,364	5,92,962	
12,139	3,30,331	10,585	3,87,880	1,298	19,127	247,524	52,41,387	6,196	74,956	...	584	...	72	6,862	1,12,083	6,440	1,12,739	
...	...	...	...	...	...	...	...	...	...	183	...	239	...	...	...	...	...	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	VI															
			Dyes and Tans.															
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*) & (*f*) & (*g*)	Bengal-Nagpur	...	...	1,880	12,883	73	2,045	26,094	2,17,881	1,539	5,670	9,739	83,977	763	11,231	40,138	3,33,687
2	(*a*), (*e*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	1,997	32,537	200	1,563	44	775	97	1,060	921	5,775	2,238	37,673	1,815	28,398	7,312	1,07,781
3	...	Eastern Bengal State	...	...	274	2,502	93	837	...	...	...	...	3,541	24,137	313	4,076	4,221	31,552
4	...	East Indian	376	8,401	1,304	14,779	853	18,100	4,826	35,787	5,436	10,741	6,520	1,06,627	5,391	53,186	24,706	2,47,621
5	...	Great Indian Peninsula	2,501	65,446	1,199	28,388	237	4,953	24,675	1,61,342	13,777	66,808	13,601	2,33,207	3,176	44,108	59,166	6,04,252
6	...	Madras and Southern Mahratta.	890	12,480	178	1,750	1,011	12,044	11,901	50,749	32,687	2,12,525	25,414	1,55,905	1,923	16,030	74,004	4,61,433
7	(*a*) & (*b*)	Nizam's Guaranteed State.	372	3,995	83	564	11	179	214	1,144	4,033	23,794	1,982	20,177	198	1,981	6,893	51,834
8	(*a*) to (*j*)	North Western State	373	11,680	76	641	1,063	23,462	275	3,740	1,891	7,459	4,953	66,561	7,474	1,02,695	16,105	2,16,238
9	(*a*) & (*b*)	Oudh and Rohilkhand State.	139	1,502	388	2,795	109	1,121	147	840	418	904	1,889	16,456	728	6,175	3,818	29,783
10	...	South Indian	710	7,864	138	1,196	340	2,704	1,383	7,107	8,834	43,674	6,955	44,881	1,210	15,949	19,570	1,23,375
		3′ 3½″ gauge.																
11	...	Assam-Bengal	...	...	27	126	...	...	1	4	...	...	207	2,225	46	754	281	3,109
12	...	Bengal and North-Western.	147	1,696	1,426	14,868	634	6,203	174	1,434	5,139	8,226	2,834	21,013	861	7,480	11,215	60,920
13	...	Bengal Dooars	...	...	1	8	...	...	...	...	...	...	32	200	12	166	45	374
14	...	Bhavnagar Gondal-Junagad-Porbandar.	113	730	7	52	3	31	61	283	11	49	179	989	362	1,689	736	3,823
15	(*a*)&(*b*)	Burma	...	1	819	7,960	...	8	175	1,737	539	4,913	1,462	10,957	222	3,343	3,217	28,919
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley.	2	41	61	608	30	528	56	238	339	1,376	487	5,851	89	1,121	1,064	9,763
18	...	Jodhpur-Bikaner	68	572	4	33	76	1,166	46	200	1,560	9,274	256	1,658	3,302	9,525	5,312	22,428
19	...	Morvi	4	18	...	...	...	5	3	8	15	60	8	36	28	156	58	283
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	1,763	42,169	286	3,645	169	3,605	275	2,575	3,010	16,480	2,739	29,543	3,575	29,459	11,817	1,27,476
20	(*a*) & (*b*)	Rohilkund and Kumaon.	5	22	529	2,903	11	36	56	230	3,031	5,614	547	2,782	66	378	4,245	11,965
21	...	Udaipur-Chitorgarh	16	116	4	22	2	27	3	13	...	1	75	580	28	200	128	959
		2′ 6″ gauge.																
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	14	52	61	149	...	...	39	99	43	129	460	1,247	131	404	748	2,080
26	...	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	6	16	...	...	...	...	...	...	...	...	10	28	16	48	32	92
30	...	Dholpur-Bari	...	...	...	...	...	...	...	...	1	1	4	11	1	3	6	15
1	(*d*)	Mourbhanj	...	...	4	11	...	...	247	472	...	...	20	59	3	11	274	553
1	(*e*)	Parlakimedi Light	...	...	...	...	...	...	462	359	90	82	48	40	2	1	602	482
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	7	5	18	5	16	...	...	40	216	...	2	51	259
33	...	Tarakeshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
36	...	Darjeeling-Himalayan	...	...	9	193	...	1	...	...	...	...	2	51	29	659	40	904
27	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1909	9,496	1,39,288	8,959	97,636	4,764	77,848	71,215	4,87,318	83,364	4,23,555	86,242	8,67,087	31,764	3,39,228	295,804	24,81,960
		Total 1908	8,890	1,78,669	8,861	1,04,818	4,992	81,186	1,22,377	8,35,582	82,898	4,04,922	93,630	9,99,913	28,904	3,19,477	350,552	29,24,567
		Increase	606	10,619	98	...	...	...	...	...	466	18,633	...	...	2,860	19,751	...	...
		Decrease	...	...	...	7,182	228	3,338	51,162	3,48,264	...	...	7,388	1,32,826	...	...	54,748	4,42,607

DIX 10—*continued.*

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earnings therefrom during the calendar year 1909.

and is therefore not the same as the total production.]

VII						VIII.		IX.—(*Continued on following page.*)								Number.
Fodder.								Grain and Pulse.								
(1) Oil-cake.		(2) Hay, straw and grass.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
7,671	36,238	7,613	42,724	15,284	78,962	13,893	1,10,008	59,495	4,27,525	1,570	6,018	87,753	4,24,347	270,803	19,18,172	1
6,998	44,753	77,449	4,30,293	84,447	4,75,046	28,474	1,31,410	126,625	6,94,020	57,971	1,98,701	17,832	66,320	72,408	5,12,695	2
13,650	31,508	18,309	34,863	31,959	66,671	25,457	1,05,648	80,289	2,52,756	...	...	172,491	7,44,985	242,372	10,68,666	3
49,244	2,32,340	21,780	93,797	71,024	3,26,137	9,404	84,607	220,701	13,25,648	37,754	1,38,546	142,441	6,52,165	458,513	30,92,007	4
20,135	1,23,435	53,212	2,62,651	73,347	3,86,086	24,676	2,21,158	222,447	21,23,488	223,820	16,40,176	3,376	12,847	110,013	7,70,715	5
20,631	83,361	15,327	81,872	35,958	1,65,233	48,073	3,25,870	167,115	10,46,873	132,444	10,14,617	86,806	3,97,559	266,082	16,99,135	6
2,445	14,129	5,891	26,617	8,336	40,746	2,746	22,061	18,542	84,797	19,632	94,838	1,090	6,002	18,574	1,00,491	7
20,448	72,036	51,207	2,00,581	71,655	2,72,617	40,352	3,00,724	258,477	16,60,346	177,752	9,18,300	38,482	1,13,567	162,701	10,47,197	8
8,014	32,186	10,474	33,015	18,488	65,201	13,587	59,530	68,684	2,43,863	61,365	2,50,522	4,941	18,878	57,110	2,16,365	9
24,193	1,15,625	1,902	7,720	26,095	1,23,345	55,824	3,23,569	107,135	4,92,725	40,686	1,84,716	171,091	6,41,773	191,953	7,75,788	10
4,295	16,066	1,067	6,103	5,362	22,169	2,830	17,274	8,158	45,711	...	4	24,551	90,663	35,167	2,20,401	11
10,692	32,387	13,544	69,409	24,236	1,01,796	32,563	1,07,837	96,682	4,22,676	45,181	3,81,958	66,229	2,40,345	169,285	5,82,301	12
742	5,026	225	1,625	967	6,651	75	457	4,021	12,256	...	...	2,739	5,302	8,327	26,868	13
793	5,002	847	2,504	1,640	7,506	2,017	14,216	7,494	27,770	15,231	50,297	509	1,215	15,555	55,219	14
2,756	16,957	2,325	7,590	5,081	24,547	36,545	2,64,543	33,834	2,93,350	9,466	1,01,906	7,85,633	34,27,548	137,430	6,72,027	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	2,291	10,111	...	...	...	...	19,263	75,724	17
661	2,970	972	2,638	1,633	5,608	742	4,563	19,726	1,35,268	20,112	1,22,114	290	305	21,835	1,[illegible],408	7
167	525	2,945	7,918	3,112	8,443	1,869	8,047	44,087	1 57,054	17,362	74,027	1,081	2,882	21,722	91,404	18
7	20	145	623	152	643	569	2,847	4,225	12,960	2,382	6,926	109	303	525	1,182	19
7,581	29,233	12,723	74,813	20,304	1,04,046	31,931	2,32,224	159,970	10,30,980	101,958	8,76,319	3,118	8,470	49,557	2,81,327	2
595	1,730	7,873	10,545	8,468	12,275	5,668	41,511	21,860	57,959	47,140	1,31,509	9,207	24,724	11,801	31,209	20
15	56	...	1	15	57	150	845	1,180	4,716	43	192	...	...	860	3,388	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
22	58	6	14	28	72	97	285	4,823	13,435	13,789	33,445	539	1,255	1,803	4,520	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	45	135	252	687	1,606	3,588	11	23	1,202	3,220	28
35	61	24	52	59	113	22	54	165	283	127	225	4	5	101	168	30
2	8	42	108	44	116	61	170	95	254	...	...	...	...	179	293	1
11	6	12	12	23	18	49	39	485	342	48	45	483	397	201	171	1
...	...	...	...	...	...	...	...	731	1,034	...	...	...	...	...	...	20
1,235	2,504	4	11	1,239	2,515	166	732	5,068	10,938	2,118	4,693	387	808	1,228	3,351	32
1,305	1,942	...	...	1,305	1,942	1,876	1,891	42	54	...	...	3,169	4,117	178	259	33
199	654	...	...	199	654	...	...	233	1,141	...	...	...	...	221	1,074	34
58	667	16	137	74	804	37	857	1,207	10,535	...	...	5	48	11,484	1,25,145	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
2,04,600	9,01,783	305,931	13,98,236	510,531	23,00,019	379,828	24,83,362	1,746,139	1,06,01,555	1,029,757	62,33,682	1,574,366	68,86,873	2,358,433	1,34,84,94[illegible]	
235,073	9,05,001	376,612	15,35,771	611,685	24,40,772	408,936	24,16,949	1,707,357	1,03,78,141	1,094,702	69,84,781	1,521,055	62,91,055	2,321,218	1,29,73,65[illegible]	
...	...	...	...	...	...	...	...	38,782	2,23,414	...	...	53,311	5,95,818	37,215	5,11,293	
30,473	3,218	70,678	1,37,535	101,151	1,40,753	29,108	33,587	...	...	64,945	7,51,099	...	...	...	...	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	IX—*concluded.*								HIDES	
			GRAIN AND PULSE—*concld.*								HIDES	
			(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		(a) Dressed or tanned.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), & (*f*) & (*g*)	Bengal-Nagpur	51,967	4,57,329	7,028	46,130	3,870	15,824	482,486	32,05,345	...	...
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	121,624	7,39,560	7,625	56,487	25,233	1,41,023	429,318	24,08,806	27	323
3	...	Eastern Bengal State	2,810	11,103	12,940	66,458	22,462	66,424	533,364	22,30,392	...	...
4	...	East Indian	334,783	20,78,095	37,283	2,50,973	81,888	4,03,463	1,313,363	79,40,897	293	2,886
5	...	Great Indian Peninsula	134,122	12,73,605	16,609	1,13,356	24,440	1,70,806	734,827	61,04,993	16	187
6	...	Madras and Southern Mahratta	13,459	1,06,596	8,005	80,903	63,119	4,43,672	737,030	47,89,355	212	2,710
7	(*a*) & (*b*)	Nizam's Guaranteed State	3,458	17,153	1,818	8,216	2,301	8,924	65,618	3,20,421	...	4
8	(*a*) to (*j*)	North Western State	956,088	1,15,41,251	69,202	2,89,616	51,138	2,48,885	1,713,840	1,58,19,162	139	920
9	(*a*) & (*b*)	Oudh and Rohilkhand State	158,320	7,05,339	17,442	76,241	65,433	2,52,812	431,295	17,64,020	...	...
10	...	South Indian	1,602	12,100	4,223	29,633	23,874	1,15,841	540,504	22,52,576	1,513	17,729
		3′ 3½″ gauge.										
11	...	Assam-Bengal	94	510	1,875	12,517	219	1,128	70,064	3,71,024	...	...
12	...	Bengal and North-Western	80,140	461,469	4,353	26,242	206,866	10,89,352	668,736	32,04,363	2	14
13	...	Bengal Dooars	9	46	857	5,291	417	1,168	16,370	50,931	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar	19,802	75,942	266	1,397	9,868	37,197	68,725	2,49,037	...	2
15	(*a*) & (*b*)	Burma	2,265	10,359	5,466	45,143	9,279	73,394	933,373	46,23,727	55	501
16	...	Deeghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	1,010	4,912	22,564	90,747	...	...
7	(*o*)	Hyderabad-Godavari Valley	4,722	26,987	193	1,576	537	3,423	67,418	3,94,081	1	26
18	...	Jodhpur-Bikaner	40,368	1,49,082	1,589	5,745	16,809	56,608	143,018	5,36,802	7	40
19	...	Morvi	3,160	8,973	101	406	431	1,103	10,953	31,85	1	10
2	(*b*) & (*k*) to (*n*)	Rajputana-Malwa	176,355	10,62,581	7,456	48,419	68,169	3,96,530	566,583	37,04,086	15	124
20	(*a*) & (*b*)	Rohilkund and Kumaon	33,974	71,822	1,972	7,408	37,338	98,517	163,292	4,23,146	...	...
21	...	Udaipur-Chitorgarh	1,981	5,483	55	289	3,192	10,898	7,314	24,966	...	...
		2′ 6″ gauge.										
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	2,231	4,912	37	114	645	1,483	23,807	59,164	...	...
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	398	1,096	31	81	51	140	3,551	8,835	1	4
30	...	Dholpur-Bari	719	1,227	11	22	38	66	1,165	1,998	...	...
1	(*d*)	Mourbhanj	1,577	3,245	1	2	60	172	1,912	3,964	...	...
1	(*e*)	Parlakimedi Light	15	15	4	4	312	274	1,547	1,243	...	...
20	(*c*)	Powayan Light	972	1,380	...	...	1,909	3,082	3,612	5,496	...	...
32	...	Shahadara (Delhi)-Saharanpur Light	13,926	30,651	122	269	4,467	10,791	27,316	61,501	...	1
33	...	Tarakeshwar-Magra Light	...	...	...	...	151	166	3,540	4,595	...	...
34	...	Tezpore-Balipara Light	...	...	...	...	...	...	454	2,215	...	...
		2′ 0″ gauge.										
36	...	Darjeeling-Himalayan	...	7	1,370	23,258	184	3,116	14,230	1,62,109	...	...
37	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		TOTAL 1909	3,158,964	1,88,57,938	207,937	12,16,190	725,713	36,61,264	9,801,309	6,09,42,457	2,295	25,490
		TOTAL 1908	1,302,183	95,29,780	228,144	13,99,452	940,707	49,88,511	9,115,366	5,25,45,376	2,939	31,834
		INCREASE	856,781	93,28,158	...	...	...	...	685,943	83,97,081	...	...
		DECREASE	...	...	20,207	1,83,256	214,994	13,27,247	...	...	654	6,344

DIX 10—*continued.*

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earnings therefrom during the calendar year 1909.

and is therefore not the same as the total production.]

X.								XI.		XII.		XIII.						NUMBER.
AND SKINS.												JUTE.						
(1) OF CATTLE.		(2) SKINS OF SHEEP, ETC.				TOTAL.		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.		(2) Gunny bags and cloth.		TOTAL.		
(b) Raw.		(a) Dressed or tanned.		(b) Raw.														
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,789	87,267	...	...	1,597	9,973	10,396	97,240	543	5,064	9,730	59,422	18,399	30,073	20,357	2,06,369	38,756	2,36,447	1
1,532	13,980	42	376	2,416	24,061	4,017	38,740	133	1,883	3,313	27,088	103	1,012	13,896	98,955	13,999	99,967	2
15,811	1,15,988	...	...	1,816	12,138	17,627	1,28,126	118	471	17,097	26,443	9,75,171	64,20,319	22,483	92,718	9,97,654	65,13,037	3
24,008	3,64,943	48	500	12,320	1,60,624	36,672	5,28,953	738	8,028	31,838	2,02,203	71,787	1,84,082	52,325	7,25,099	124,112	909,181	4
5,549	82,846	3	70	19,133	2,55,438	24,701	3,38,541	1,439	18,181	11,402	1,27,518	669	9,661	33,471	3,28,253	34,140	3,38,916	5
6,460	56,522	1,053	12,339	31,144	2,86,484	38,659	3,58,035	1,302	9,975	5,318	21,389	1,572	7,828	19,513	1,43,340	21,085	1,51,168	6
581	6,002	...	5	2,402	23,762	2,983	29,773	229	1,845	1,679	17,766	23	169	2,698	22,756	2,721	22,925	7
11,021	1,33,337	114	1,423	14,480	1,61,361	26,654	2,97,041	847	3,078	997	9,557	149	1,376	48,504	4,11,706	48,653	4,13,082	8
5,933	37,608	...	...	4,133	15,118	10,066	52,786	708	3,142	7,055	24,189	563	3,491	10,244	57,781	10,807	61,272	9
4,263	33,564	1,990	28,328	10,061	72,763	17,827	1,52,384	350	3,139	5,182	36,122	44	231	14,036	79,610	14,080	79,871	10
926	8,188	...	...	33	246	959	8,734	10	78	1,205	4,613	94,542	2,31,300	1,154	6,787	95,696	2,38,087	11
6,566	44,143	2	13	4,193	21,704	10,763	65,874	116	639	6,150	38,020	3,801	22,462	17,653	1,09,918	21,454	1,32,410	12
263	1,770	...	...	12	62	275	1,832	1	15	2	10	14,906	44,574	263	1,197	15,259	45,771	13
183	1,425	3	15	414	4,488	600	5,930	13	68	...	8	...	...	1,809	7,224	1,809	7,224	14
3,957	37,500	7	76	66	691	4,085	38,768	117	1,253	...	12	15	184	17,405	67,396	17,420	67,580	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
324	3,528	...	2	673	6,847	998	10,403	56	855	43	562	1	7	3,132	27,155	3,133	27,162	7
1,031	9,307	2	13	1,236	10,879	2,276	20,248	7	60	203	1,052	5	48	3,815	12,610	3,820	12,658	18
37	151	1	2	82	575	121	738	3	14	8	44	...	1	156	606	156	607	19
3,250	38,531	40	365	5,067	57,810	8,372	96,830	81	557	4,049	40,295	450	6,027	16,471	98,309	16,921	1,04,936	2
1,031	9,521	...	...	342	1,461	1,373	5,982	63	260	6,240	20,048	52	195	3,592	12,320	3,644	12,515	20
29	109	...	...	250	1,452	279	1,561	...	...	15	106	2	11	203	891	205	902	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
48	160	...	...	129	288	177	448	6	18	36	149	...	1	1,873	5,305	1,873	5,306	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
10	27	...	...	...	...	11	31	9	45	55	173	...	...	75	197	75	197	29
7	20	...	...	1	2	8	22	...	...	7	19	...	...	71	130	71	130	30
14	39	...	...	6	24	20	63	...	1	...	...	1	2	63	184	64	186	1
222	188	...	...	42	33	264	224	24	28	...	...	1	1	51	49	52	50	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
267	1,659	...	...	18	93	285	1,756	...	...	34	94	14	49	540	1,592	554	1,641	32
19	56	...	...	...	...	19	56	...	...	...	...	291	440	...	...	291	440	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
221	2,843	...	...	2	24	233	2,867	10	193	1	23	...	21	128	1,930	128	1,951	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
103,262	10,86,582	3,305	43,527	112,068	11,28,407	220,920	22,84,006	6,317	58,870	1,11,749	6,60,124	1,162,651	69,64,170	305,981	25,21,452	1,488,632	94,85,622	
106,559	11,65,328	3,834	47,129	97,476	9,59,200	210,608	22,03,491	6,398	60,578	105,734	6,13,404	1,412,107	80,05,074	288,234	22,48,862	1,700,341	1,02,53,936	
...	...	...	...	14,592	1,09,207	10,112	60,515	...	...	6,015	46,720	...	...	17,747	272,590	...	...	
3,297	78,746	529	2,602	...	...	...	...	81	1,708	...	...	229,456	10,40,904	...	...	211,709	7,68,314	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India,

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	XIV.		XV.									
			Lac.		LEATHER.									
					(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e) & (f) & (g).	Bengal-Nagpur	18,305	1,97,280	1,204	11,091	...	...	1,204	11,091	652	3,546	2,870	25,303
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India	122	832	1,207	12,276	862	13,838	2,069	26,114	809	10,007	5,027	37,761
3	...	Eastern Bengal State	1,745	8,991	6	44	10	60	16	104	379	4,091	1,865	21,231
4	...	East Indian	37,921	5,43,065	1,169	43,582	1,203	12,486	2,372	56,068	6,414	58,705	3,864	84,468
5	...	Great Indian Peninsula	949	3,695	1,079	16,479	890	18,821	1,969	35,300	6,527	91,216	6,634	89,848
6	...	Madras and Southern Mahratta	302	2,594	5,239	75,890	1,845	29,498	7,084	1,05,388	5,093	38,803	7,401	44,159
7	(a) & (b)	Nizam's Guaranteed State	21	241	1,222	16,027	127	949	1,349	16,976	1,334	12,798	231	4,289
8	(a) to (j)	North-Western State	664	10,431	2,858	41,391	1,196	20,664	4,054	62,055	6,815	97,379	6,318	1,42,258
9	(a) & (b)	Oudh and Rohilkhand State	736	4,575	62	595	101	1,153	163	1,748	4,335	19,289	2,091	24,101
10	...	South Indian	677	4,944	167	1,846	136	1,693	303	3,539	2,639	26,449	5,543	50,452
		3′ 3½″ gauge.												
11	...	Assam-Bengal	1,164	7,220	...	...	10	169	10	169	212	1,862	954	7,112
12	...	Bengal and North-Western	2,274	12,803	141	494	109	1,077	250	1,571	54	403	712	13,759
13	...	Bengal Dooars	3	33	...	...	...	...	...	...	13	186	217	1,989
14	...	Bhavnagar-Gondal-Junagad-Porbandar	9	51	187	1,353	45	356	232	1,709	9	67	132	1,614
15	(a) & (b)	Burma	543	8,200	81	1,033	41	737	122	1,770	3,001	23,190	974	13,551
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley	4	53	37	387	61	1,486	98	1,883	25	130	36	391
18	...	Jodhpur-Bikaner	141	982	517	4,512	141	1,249	658	5,761	193	1,564	82	840
19	...	Morvi	10	44	29	194	11	64	40	258	2	8	33	283
2	(b) & (h) to (n).	Rajputana-Malwa	791	8,177	1,135	11,830	265	5,927	1,400	17,757	1,350	12,836	1,711	29,870
20	(a) & (b)	Rohilkund and Kumaon	248	950	1	14	39	258	40	272	640	3,203	350	2,304
21	...	Udaipur-Chitorgarh	3	18	10	76	6	69	16	145	1	6	8	105
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	...	...	15	63	21	94	36	157	...	...	56	217
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	...	...	10	27	7	22	17	49	...	...	...	...
30	...	Dholpur-Bari	...	...	...	...	...	...	...	...	...	...	...	...
1	(d)	Mourbhanj	2	4	...	...	...	...	...	...	...	...	1	3
1	(e)	Parlakimedi Light	...	...	2	3	...	...	2	3	1	1	42	30
20	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light	...	1	4	18	...	2	4	20	13	44	5	22
33	...	Tarakeshwar-Magra Light	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	10	106
		2′ 0″ gauge.												
36	...	Darjeeling-Himalayan	76	111	4	95	3	82	7	177	484	5,355	252	7,114
37	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1909	66,664	8,20,435	16,386	2,39,320	7,129	1,10,764	23,515	3,50,084	40,995	4,14,138	47,482	6,03,169
		TOTAL 1908	56,877	6,96,499	14,809	1,96,138	8,056	1,17,959	22,865	3,14,097	40,071	4,31,983	48,382	6,08,784
		INCREASE	9,787	1,23,936	1,577	43,182	...	...	650	35,987	924	...	...	...
		DECREASE	...	...	...	...	927	7,195	...	...	...	17,845	900	5,615

DIX 10—*continued.*

REPORT FOR 1908.]

therefrom during the calendar year 1909.

and is therefore not the same as the total production.]

XVI.				XVII—(*contd. on following page*).																NUMBER.
LIQUORS.				METALS.																
(3) All other sorts, including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.		(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.								
												Unwrought (dust, slag, pig and old for re-manufacture).		WROUGHT.						
														(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures, including hardware and cutlery.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	3,522	28,849	510	4,767	1,623	18,659	411	4,527	207	2,650	1,345	8,976	17,664	1,42,520	3,345	37,593	4,812	70,052	1
1,242	8,162	7,078	55,930	2,608	36,655	865	10,791	1,339	18,364	524	7,937	766	6,741	36,735	4,00,481	12,705	1,62,448	6,461	77,238	2
...	...	2,244	25,322	208	3,054	3,475	29,770	52	677	309	3,456	34	121	39,602	2,56,513	2,998	15,490	10,581	85,051	3
89	625	10,367	1,43,708	1,313	14,732	7,960	1,00,616	171	2,478	1,057	21,793	31,126	1,41,333	56,650	6,16,222	8,444	81,541	20,509	2,47,734	4
9	49	13,170	1,84,111	4,698	88,020	2,947	48,032	2,272	40,302	1,105	16,729	1,554	11,831	62,933	8,88,722	14,399	2,35,464	14,632	2,69,303	5
9,588	64,821	22,095	1,47,783	868	11,339	3,227	32,812	319	3,913	966	11,584	99	1,025	22,294	1,92,914	5,193	60,996	28,781	3,04,619	6
2,397	10,759	4,293	27,846	248	2,100	335	4,037	81	520	89	1,197	94	616	5,095	40,283	758	8,681	1,404	13,256	7
1,002	6,982	14,135	2,46,619	1,427	17,264	2,789	40,582	727	10,516	1,132	21,265	5,751	40,936	59,335	6,48,752	6,422	96,265	16,640	4,12,260	8
3	27	6,429	43,417	654	3,569	2,931	20,587	61	286	288	2,046	1,639	7,848	8,735	45,924	2,150	13,200	10,736	68,407	9
1,045	3,963	9,227	80,864	1,598	16,014	2,686	27,900	313	2,766	293	3,113	2,113	11,222	16,769	1,25,933	4,485	44,568	10,374	1,05,500	10
...	...	1,166	8,974	1	6	425	4,472	...	...	15	181	12	218	6,186	35,491	711	9,265	2,373	25,557	11
...	...	796	14,162	653	5,660	1,741	14,750	20	262	178	1,865	118	597	6,211	35,976	552	3,187	7,366	50,482	12
...	...	230	2,175	4	16	197	975	...	...	...	...	...	...	1,228	8,110	422	5,611	1,496	15,994	13
...	...	141	1,681	68	387	643	2,933	64	389	302	1,958	5	22	2,848	12,084	664	3,393	1,727	10,521	14
357	1,666	4,332	38,407	22	316	301	4,149	30	381	45	600	404	3,077	8,068	58,863	3,938	34,024	7,092	69,065	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
348	2,791	348	2,791	...	...	...	...	...	...	...	...	4,551	26,084	...	...	...	...	...	...	17
567	3,016	629	3,527	48	411	297	3,612	3	25	64	789	1	8	2,631	26,822	508	4,262	1,830	19,519	7
1	4	276	2,408	227	1,610	158	1,572	65	310	72	630	250	1,034	4,266	18,242	461	3,146	1,213	6,722	18
2	8	37	299	5	26	18	111	1	9	6	30	54	227	373	2,053	577	3,405	86	482	19
442	2,374	3,503	45,080	2,697	52,567	2,425	24,692	1,210	25,847	339	4,650	2,208	12,295	21,743	1,80,097	4,598	51,348	5,808	66,449	2
...	...	990	5,507	57	301	735	4,630	7	34	105	665	176	640	2,372	9,728	338	1,827	1,335	6,357	20
...	...	9	111	4	26	20	127	1	10	5	31	8	46	247	1,063	143	373	117	685	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	56	217	2	8	185	599	6	21	110	369	1	3	3,559	10,602	236	839	285	994	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	5	14	6	20	3	7	1	2	48	134	176	486	31	80	75	200	28
...	...	...	...	...	...	5	17	...	...	...	...	66	219	6	14	17	44	11	30	30
...	...	1	3	1	5	11	32	...	...	...	2	32	94	30	73	10	27	22	60	1
...	...	43	31	...	...	4	6	...	...	...	...	10	11	102	78	7	24	19	27	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
5	25	23	91	...	...	184	665	...	...	1	10	100	241	631	2,011	192	693	309	973	32
...	...	...	...	...	...	3	5	...	...	...	...	5	8	3	6	...	...	4	10	33
...	...	10	106	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	736	12,489	13	334	31	790	29	764	1	39	50	1,017	276	6,601	69	1,559	452	10,042	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
17,397	1,05,272	1,05,874	11,22,578	18,029	2,59,210	36,207	3,97,943	7,185	1,12,388	7,219	1,03,600	52,620	2,76,624	386,668	37,75,684	74,423	8,79,433	156,550	19,37,597	
20,422	1,07,490	108,876	11,48,257	15,449	2,26,956	32,337	3,47,802	6,664	1,01,691	6,656	99,533	44,932	2,51,852	364,126	39,62,990	73,484	9,04,348	156,390	16,97,278	
...	...	...	...	2,580	32,254	3,870	50,141	521	10,697	563	4,067	7,688	24,772	2,542	...	939	...	160	2,40,319	
3,025	2,218	3,001	25,679	...	...	...	...	...	...	...	...	...	...	...	1,87,326	...	24,915	...	...	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	XVII—*concluded.*						XVIII.					
			Metals—*concluded*						Mineral substances.					
			(6) Metallic ores.		(7) Others.		Total.		(1) Marble and stone.		(2) Chalk and lime.		(3) Others.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*)	Bengal-Nagpur	463,368	7,50,403	2,497	31,467	495,772	10,71,614	56,978	83,286	49,079	1,93,431	310	1,489
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	12,959	50,370	6,873	54,853	81,835	8,25,878	111,726	1,66,318	27,442	32,811	3,214	7,795
3	...	Eastern Bengal State	...	...	21,506	42,472	78,855	4,36,604	24,160	26,632	19,974	41,024	...	...
4	...	East Indian	30,986	35,127	6,942	1,16,496	165,158	13,78,072	235,266	5,60,046	126,333	7,71,953	2,143	41,007
5	...	Great Indian Peninsula ...	318,350	23,32,281	3,395	64,742	426,185	39,95,425	212,889	5,12,413	39,125	62,379	...	2
6	...	Madras and Southern Mahratta ...	42,947	2,29,589	4,542	44,126	109,236	8,92,917	126,171	2,97,003	12,362	28,955	195	941
7	(*a*)&(*b*)	Nizam's Guaranteed State ...	1	8	547	6,943	8,652	77,650	29,461	78,152	1,060	6,269	...	...
8	(*a*)to (*j*)	North Western State	1,456	14,324	4,115	62,633	99,704	13,64,797	294,572	5,45,430	94,675	1,81,115	70	276
9	(*a*)& (*b*)	Oudh and Rohilkhand State ...	2	16	1,504	8,329	28,700	1,70,212	23,959	56,993	28,767	35,001	26,022	21,702
10	...	South Indian	41	461	3,346	40,225	42,023	3,77,722	210,157	2,03,486	14,404	49,472	2,514	14,463
		3′ 3½″ gauge.												
11	...	Assam-Bengal	...	...	938	11,178	10,711	86,388	51,974	1,10,266	3,631	9,557	8	110
12	...	Bengal and North-Western ...	...	...	2,728	23,033	19,567	1,35,812	21,371	40,825	11,835	34,623	...	...
13	...	Bengal Dooars	...	...	729	10,045	4,076	40,751	37	124	537	2,859	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	2	10	306	2,008	6,629	33,685	98,204	82,708	2,610	6,009	30	130
15	(*a*)& (*b*)	Burma	25,393	1,46,780	6,245	53,990	51,588	3,71,245	105,750	1,32,795	17,606	81,479	472	11,357
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	807	5,792	5,358	31,876	701	1,121	2,352	6,360	21	62
7	(*c*)	Hyderabad-Godavari Valley ...	...	...	129	1,382	5,511	56,830	1,780	6,707	82	589	...	1
18	...	Jodhpur-Bikaner	1	15	661	4,738	7,374	38,019	18,571	38,630	17,980	23,126	8	89
19	...	Morvi	...	...	595	2,517	1,715	8,929	30,959	19,960	90	183	...	...
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	4,819	6,220	3,261	42,086	49,108	4,75,251	77,237	1,80,608	8,184	19,018	103	886
20	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	235	1,037	5,360	25,219	12,216	9,737	4,431	5,014	...	...
21	...	Udaipur-Chitorgarh	...	...	39	245	584	2,606	750	1,325	4	22	...	...
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	...	...	57	206	4,421	13,641	320	996	1	5	...	...
26	...	Bukhtiarpore-Behar Light ...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	5	20	2	6	352	969	45	115	13	37	7	5
30	...	Dholpur-Bari	...	...	4	8	109	332	20,877	8,867	16	28	...	...
1	(*d*)	Mourbhanj	...	...	2	5	108	307	29	68	12	13	...	...
1	(*e*)	Parlakimedi Light	...	...	11	38	153	184	...	1	3	2	...	...
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light	...	...	46	182	1,463	4,775	360	771	344	1,016	...	...
33	...	Tarakeshwar-Magra Light ...	...	...	9	24	24	53	50	62	59	69	...	...
34	...	Tezpore-Balipara Light ...	...	...	152	991	152	991	...	...	...	...	82	266
		2′ 0″ gauge.												
36	...	Darjeeling-Himalayan	15	309	177	3,356	1,113	24,811	917	1,313	630	6,007	...	...
37	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1909 ...	900,345	35,65,953	72,440	6,35,153	1,711,686	1,19,43,565	1,767,486	31,66,958	483,541	15,98,426	35,199	1,00,581
		TOTAL 1908 ...	918,185	36,47,972	54,138	5,46,368	1,692,361	1,17,86,790	1,658,538	28,54,481	465,589	15,57,533	30,105	79,697
		INCREASE ...	...	...	18,302	88,785	19,325	1,56,775	108,948	3,12,477	17,952	40,893	5,094	20,884
		DECREASE ...	17,840	82,019	...	...	...	...	...	...	...	...	...	...

DIX 10—*continued.*

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the earnings therefrom during the calendar year 1909.

over all railways in India and is therefore not the same as the total production.]

Total.		XIX. Oils.												Number.
		(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		(5) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
106,367	2,78,206	42,506	4,36,080	1,447	10,804	1,196	9,343	2,420	17,251	2,454	18,810	50,023	4,92,288	1
142,382	2,06,924	24,366	2,48,111	2,918	27,535	573	7,281	458	2,563	5,476	56,556	33,793	3,42,046	2
44,134	67,656	183,524	4,73,333	187	1,267	1,703	17,234	8,023	47,382	3,630	6,775	197,067	5,45,991	3
363,742	13,73,006	101,621	9,52,452	2,105	16,918	2,474	20,021	8,073	71,401	4,138	56,710	118,411	11,17,502	4
252,014	5,74,794	68,257	9,52,573	1,676	20,828	3,255	54,358	132	843	15,456	1,72,746	88,776	12,01,348	5
138,728	3,26,899	71,413	5,61,236	2,846	23,095	4,457	39,532	...	...	15,983	1,20,805	94,699	7,44,668	6
30,521	84,421	6,994	52,866	608	3,626	114	1,375	...	15	756	8,336	8,472	66,218	7
389,317	7,26,821	42,080	7,74,011	729	9,472	1,505	20,202	1,928	15,479	6,117	63,619	52,359	8,82,783	8
78,748	1,13,696	22,561	1,10,214	700	3,710	80	478	717	3,544	1,423	9,801	25,481	1,27,747	9
227,075	2,67,421	44,626	2,84,155	3,562	20,245	5,810	46,646	146	609	13,147	70,489	67,291	4,22,144	10
55,613	1,19,033	33,265	96,644	34	351	118	1,310	1,227	8,405	188	1,984	34,832	1,08,694	11
33,206	75,448	32,867	1,32,791	586	3,324	22	134	1,799	17,489	560	3,443	35,834	1,57,181	12
574	2,983	2,804	12,060	18	92	40	205	301	1,782	62	730	3,225	14,869	13
100,844	88,847	4,834	21,607	149	691	169	917	137	207	791	4,784	6,080	28,296	14
123,828	2,25,631	19,811	1,63,840	246	2,701	1,062	11,501	49	614	9,630	67,537	30,798	2,46,193	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
3,074	7,543	10,339	31,407	...	...	...	...	...	...	...	...	10,339	31,407	17
1,862	7,297	3,421	32,537	357	2,664	170	1,976	...	2	1,496	11,914	5,444	49,093	7
36,459	62,045	6,595	50,604	382	2,267	53	187	9	76	1,311	7,013	8,350	60,147	18
31,049	20,143	429	1,372	32	98	10	33	19	59	142	942	632	2,504	19
85,524	2,00,512	15,707	1,13,803	1,436	8,612	191	2,113	734	3,232	2,353	18,607	20,421	1,46,367	2
16,647	14,751	2,923	9,201	145	462	12	76	128	750	123	993	3,331	11,482	20
763	1,347	396	1,876	9	58	3	13	...	...	21	145	429	2,092	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
321	1,001	1,337	3,675	21	69	186	605	1	1	1,201	2,997	2,746	7,347	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
65	157	162	560	10	2	13	43	...	...	37	104	223	709	28
20,893	8,895	61	177	2	7	...	...	...	...	...	1	63	185	30
41	81	132	333	3	10	3	11	9	27	11	23	158	404	1
3	3	236	150	8	6	1	2	...	...	9	8	254	166	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
694	1,787	387	1,815	5	19	...	...	19	47	4	15	415	1,896	32
109	131	...	...	...	...	...	...	181	273	...	...	181	273	33
82	266	...	...	...	...	...	...	...	...	30	197	30	197	34
1,547	7,320	1,009	13,111	3	48	5	86	455	6,419	34	777	1,506	20,441	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
2,286,226	48,65,965	744,663	55,32,594	20,224	1,58,981	23,225	2,35,682	26,965	1,98,560	86,585	7,06,861	901,662	68,32,678	
2,154,232	44,91,711	653,863	49,79,008	21,932	1,60,710	24,315	2,45,583	25,686	1,89,395	90,664	7,18,943	816,460	62,93,639	
131,994	3,74,254	90,800	5,53,586	...	...	...	...	1,279	9,165	...	...	85,202	5,39,039	
...	...	...	...	1,708	1,729	1,090	9,901	...	...	4,079	12,082	...	...	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

XX—(*continued.*)

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Oil-seeds.			
			(1) Castor.		(2) Earthnuts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	1,973	7,421	2,918	26,679
2	(*a*), (*c*) to (*g*) & (*o*) and (*p*).	Bombay, Baroda and Central India	34,824	2,81,806	4,344	40,022
3	...	Eastern Bengal State	917	1,826	...	...
4	...	East Indian...	34,649	2,29,784	659	4,346
5	...	Great Indian Peninsula	42,172	2,63,856	28,079	2,81,302
6	...	Madras and Southern Mahratta	27,147	1,02,358	37,165	2,01,159
7	(*a*) & (*b*)	Nizam's Guaranteed State	55,318	2,99,653	212	1,489
8	(*a*) to (*f*)	North Western State	470	2,642	1,005	14,065
9	(*a*) & (*b*)	Oudh and Rohilkhand State	5,952	24,360	544	2,532
10	...	South Indian	7,838	31,654	155,768	5,37,884
		3′ 3½″ gauge.				
11	...	Assam-Bengal	73	328	2	15
12	...	Bengal and North-Western	8,307	23,743	84	456
13	...	Bengal Dooars	...	...	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar	6,425	18,418	533	3,525
15	(*a*) & (*b*)	Burma	42	466	5,907	64,422
16	...	Deoghur	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	208	934	179	1,418
18	...	Jodhpur-Bikaner	31	154	86	392
19	...	Morvi	87	218	11	45
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	31,435	75,308	2,582	25,893
20	(*a*) & (*b*)	Rohilkund and Kumaon	2,808	7,093	114	693
21	...	Udaipur-Chitorgarh	3	5	6	40
		2′ 6″ gauge.				
24	...	Barasat-Basirhat Light	...	...	...	...
25	...	Barsi Light	140	323	7,495	17,317
26	...	Bukhtiarpore-Behar Light	...	...	...	...
28	...	Cutch	742	133	10	33
30	...	Dholpur-Bari	110	191	3	7
1	(*d*)	Mourbhanj	32	60	...	...
1	(*e*)	Parlakimedi Light	1	2	42	25
20	(*c*)	Powayan Light	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light	36	71	...	3
33	...	Tarakeshwar-Magra Light	...	...	...	...
34	...	Tezpore-Balipara Light	...	...	...	...
		2′ 0″ gauge.				
36	...	Darjeeling-Himalayan	...	...	14	328
37	...	Howrah-Amta Light	...	...	...	...
38	...	Howrah-Sheakhala Light	...	...	...	...
40	...	Jorhat	...	...	...	...
		TOTAL 1909 ...	261,730	13,72,807	247,762	12,24,090
		TOTAL 1908 ...	257,287	12,52,376	190,835	9,72,706
		INCREASE ...	4,443	1,20,431	56,927	2,51,384
		DECREASE ...	...	...	...	...

DIX 10—*continued.*

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the earnings therefrom during the calendar year 1909.

and is therefore not the same as the total production.]

on following page).

(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjili.		Number.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
24,287	2,21,078	663	3,317	11,136	68,145	25,862	1,79,502	1
7,902	62,987	16,382	1,15,645	28,239	2,19,592	24,311	1,60,555	2
9,360	29,796	.....	.....	34,680	1,44,010	3,269	11,169	3
137,510	9,13,463	17,925	1,15,019	161,154	10,01,621	14,163	84,527	4
87,012	9,75,185	19,541	2,45,502	40,899	4,85,509	113,330	12,74,915	5
6,286	69,395	487	4,747	2,384	18,705	33,371	2,54,460	6
3,172	7,454	137	744	110	698	14,517	1,03,651	7
2,759	26,440	925	6,838	39,847	3,73,735	23,088	1,70,710	8
5,778	16,645	10,248	33,901	28,602	1,09,134	7,727	31,921	9
147	725	328	2,060	1,805	8,570	22,726	1,27,857	10
198	607	3	46	3,930	17,635	1,817	5,097	11
69,181	3,00,895	4,165	17,400	85,361	3,64,786	4,750	22,646	12
.....	.....	.....	.....	989	3,687	.....	.....	13
.....	3	3	19	700	1,976	4,217	14,128	14
3	56	1	8	7	103	4,558	29,950	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
13,462	86,535	54	384	50	306	3,685	25,734	7
4	18	12	38	14,750	46,599	10,405	33,679	18
.....	1	1	3	6	17	1,238	4,101	19
7,940	44,622	17,272	1,03,119	31,799	1,38,556	24,270	1,12,118	2
702	1,711	2,731	4,212	9,512	30,843	2,027	6,542	20
12	31	392	742	2	9	201	557	21
.....	...	.....	.....	.....	.....	.....	.....	24
8,479	24,651	24	61	45	126	1,916	4,394	25
.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	5	14	28
.....	.....	.....	.....	47	80	11	19	30
2	6	.....	1	15	42	112	246	1
.....	.....	.....	.....	11	7	140	97	1
.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	1	3	116	175	38	154	32
.....	.....	.....	.....	141	183	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	34
.....	1	.....	.....	10	202	.....	2	36
.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	40
384,196	27,82,305	91,298	6,53,809	496,347	30,35,051	340,754	26,58,745	
296,443	18,49,223	85,420	6,18,597	321,551	17,97,442	254,108	18,76,174	
87,753	9,33,082	5,878	35,212	174,796	12,37,609	86,646	7,82,571	
.....	.....	.....	.....	.....	.....	.....	.....	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	XX—*concluded.* Oil-seeds—*concld.* (7) Others.		XX—*concluded.* Oil-seeds—*concld.* Total.		XXI. Opium.		XXII. Paper and pasteboard.		XXIII Provi (1) Dried fruits and nuts.		XXIII Provi (2) Ghee.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	44,136	75,985	80,975	5,82,127	157	7,739	1,316	22,690	11,305	94,783	3,210	40,896
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	85,882	5,25,668	201,884	14,06,275	657	21,709	3,049	41,878	24,014	2,11,008	5,269	51,954
3	...	Eastern Bengal State . .	1,755	5,690	49,991	1,92,491	30	363	11,164	23,013	720	4,588	995	7,957
4	...	East Indian	45,314	2,57,183	411,374	26,05,943	5,444	1,28,956	10,607	1,90,651	7,886	1,10,375	18,696	4,05,208
5	...	Great Indian Peninsula . .	254,991	26,19,727	586,027	61,45,996	277	5,835	4,272	69,592	39,548	5,80,564	15,750	2,10,505
6	...	Madras and Southern Mahratta	59,002	3,96,064	164,842	10,46,888	69	2,190	1,706	21,009	50,365	3,35,440	8,204	65,263
7	(*a*) & (*b*)	Nizam's Guaranteed State .	6,618	32,179	80,084	4,45,868	...	2	856	9,257	13,803	1,07,663	1,020	12,374
8	(*a*) to (*j*)	North Western State . .	185,464	21,55,421	253,558	27,49,851	79	1,552	4,076	72,811	29,063	5,26,726	14,020	1,55,175
9	(*a*) & (*b*)	Oudh and Rohilkhand State .	38,560	149,700	97,411	3,68,193	815	17,124	3,242	23,382	2,329	18,998	2,261	12,906
10	...	South Indian	1,216	8,707	189,828	7,17,457	...	...	4,622	79,329	1,667	10,504	2,865	27,570
		3′ 3⅜″ gauge.												
11	...	Assam-Bengal	175	875	6,198	24,603	7	118	215	2,550	591	5,158	293	2,930
12	...	Bengal and North-Western .	4,416	18,705	176,264	7,48,631	3,877	57,887	3,752	10,250	1,681	20,806	4,690	39,712
13	...	Bengal Dooars	53	683	1,042	4,270	...	...	50	195	6	45	23	145
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	8,471	28,545	20,349	66,614	8	140	171	1,091	2,767	14,551	1,673	13,571
15	(*a*) & (*b*)	Burma	637	3,778	11,155	98,783	22	412	875	10,853	1,460	12,479	909	13,957
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley .	36,204	2,43,236	53,842	3,58,547	...	...	286	3,594	2,857	29,219	399	5,039
18	...	Jodhpur-Bikaner . . .	29,341	86,094	54,629	1,66,974	12	194	142	956	2,803	12,656	5,019	37,416
19	...	Morvi	1,821	5,394	3,164	9,779	9	119	39	214	294	1,036	82	327
2	(*b*) & (*k*) to (*n*).	Rajputana-Malwa . .	69,249	3,79,770	184,547	8,79,386	1,311	17,395	2,603	43,961	15,684	1,62,571	9,004	84,494
20	(*a*) & (*b*)	Rohilkund and Kumaon .	4,686	8,050	22,580	59,144	53	1,026	170	902	529	3,412	470	2,317
21	...	Udaipur-Chitorgarh . .	376	1,447	992	2,831	17	138	45	268	490	2,521	218	1,523
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light . .	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light.	12,736	33,717	30,835	80,589	1	3	69	262	1,227	3,308	108	380
26	...	Bukhtiarpore-Bihar Light .	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	165	423	922	602	1	2	10	30	1,537	5,223	4	11
30	...	Dholpur-Bari	133	478	454	775	...	...	...	...	7	17	154	374
1	(*d*)	Mourbhanj	492	1,012	643	1,367	...	...	28	80	4	14	31	97
1	(*e*)	Parlakimedi Light . . .	282	248	476	379	...	...	2	2	16	15	12	11
20	(*c*)	Powayan Light	988	1,667	988	1,667	...	...	...	...	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light.	2,631	5,769	2,822	6,175	...	...	4	23	173	836	75	315
33	...	Tarakeshwar-Magra Light .	...	...	141	183	...	...	1	3	...	...	38	56
34	...	Tezpore-Balipara Light . .	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.												
36	...	Darjeeling-Himalayan . .	...	...	24	533	...	12	66	1,818	32	725	24	374
37	...	Howrah-Amta Light . .	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light . .	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1909 .	865,944	70,46,114	2,688,031	1,87,72,921	12,846	2,62,916	53,467	6,30,664	212,358	22,75,141	95,521	11,92,857
		TOTAL 1908 .	689,519	49,41,697	2,095,163	1,33,08,215	21,761	4,71,158	50,109	5,92,895	211,879	23,43,048	90,180	11,12,845
		INCREASE .	176,425	21,04,417	592,868	54,64,706	...	...	3,358	37,769	979	...	5,341	80,012
		DECREASE .	...	...	...	...	8,915	2,08,242	...	...	...	67,907	...	...

DIX 10—*continued.*

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the earnings therefrom during the calendar year 1909.

in India and is therefore not the same as the total production.]

SIONS.				XXIV. RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.										XXV.		NUMBER.
(3) Others.		Total.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials. (a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Total.		Salt.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,252	51,683	19,767	1,87,362	103	2,066	67	1,868	1,066	9,616	918	8,092	33,232	1,65,730	35,386	1,87,342	118,858	7,49,007	1
31,352	1,93,638	60,635	4,56,600	148	1,226	714	3,115	13,513	53,435	776	1,668	28,718	1,13,395	43,899	1,72,839	204,594	5,75,662	2
12,015	71,420	13,730	83,965	11	15	...	...	4,417	8,693	156	300	1,178	3,267	5,762	12,275	98,040	4 83,421	3
97,089	11,93,243	123,671	17,08,826	190	711	3,597	28,673	17,932	1,27,788	10	82	193,106	6,29,911	214,835	7,87,165	268,499	12,34,162	4
45,284	4,40,977	100,582	12,32,046	480	5,351	460	5,248	5,793	94,613	9,298	32,945	6,934	42,077	22,965	1,80,234	247,737	23,08,996	5
57,075	4,21,529	115,644	8,22,232	...	...	602	2,121	496	1,755	3	26	8,597	30,271	9,698	34,173	143,707	9,54,310	6
5,160	28,546	19,983	1,48,583	...	...	...	...	222	1,817	...	...	...	...	222	1,817	34,850	1,79,056	7
17,131	2,68,951	60,214	9,50,852	282	1,471	1,181	6,033	8,344	65,384	16,496	1,05,673	83,824	7,99,526	110,127	9,78,087	113,478	9,28,726	8
3,437	33,438	8,027	65,342	22	146	...	...	390	1,390	18	32	249	1,072	679	2,640	62,154	3,22,123	9
44,133	3,27,864	48,665	3,65,938	47	230	1	3	82	366	501	903	1,345	5,498	1,976	7,000	129,912	5,02,873	10
4,911	42,729	5,800	50,817	...	...	...	...	634	4,591	5	59	238	701	877	5,351	24,417	96,699	11
12,913	65,934	19,284	1,26,452	...	...	...	...	...	...	...	...	...	...	...	...	114,146	4,96,202	12
1,281	8,031	1,310	8,221	...	...	...	...	...	...	...	...	...	...	...	...	5,123	14,291	13
5,457	31,245	9,897	59,367	418	850	3	22	2,181	2,634	453	989	1,123	1,513	4,178	6,008	5,586	10,303	14
42,628	4,62,499	44,997	4,88,935	5	117	16	127	579	3,965	58	67	965	5,264	1,623	9,510	26,040	2,81,452	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
1,200	7,390	1,200	7,390	...	...	...	...	...	...	...	...	...	...	...	...	1,180	4,472	17
6,884	31,984	10,140	66,242	...	...	...	...	...	...	125	660	...	...	125	660	13,699	1,03,141	7
2,718	12,037	10,540	62,009	...	...	...	...	1,106	4,386	...	...	11,636	35,315	12,742	39,701	24,676	1,09,558	18
775	4,208	1,151	5,571	...	...	...	...	...	...	...	...	...	...	...	...	825	1,297	19
16,609	1,02,067	41,297	3,49,132	56	309	19	311	6,618	32,743	761	6,052	5,917	29,185	13,371	68,600	276,928	23,26,193	2
1,337	6,582	2,336	12,311	12	23	...	...	12	18	...	...	18,738	52,967	18,762	53,008	25,716	1,02,510	20
572	2,312	1,280	6,356	...	...	7	26	...	...	...	...	5	6	12	32	1,404	6,546	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
108	340	1,443	4,028	...	...	...	...	...	...	...	...	...	...	...	...	5,570	16,236	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
6	19	1,547	5,253	...	...	...	...	39	202	...	...	52	128	91	330	...	...	28
28	62	189	453	10	9	11	12	...	...	...	...	...	...	21	21	272	494	30
27	79	62	190	...	...	...	...	...	...	...	...	2,131	4,067	2,131	4,067	1,378	2,578	1
29	33	57	59	...	...	...	...	...	...	...	...	...	...	...	...	986	443	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	268	358	20
318	1,166	566	2,317	...	...	...	...	...	...	...	...	9	36	9	36	1,335	2,852	32
4	8	42	64	...	...	...	...	...	...	...	...	...	...	...	...	161	174	33
12	105	12	105	...	...	...	...	...	...	...	...	15	108	15	108	13	90	34
3,279	46,240	3,335	47,339	...	...	...	...	...	...	...	...	...	...	...	...	1,400	21,043	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
419,024	38,56,359	727,403	73,24,357	1,784	12,524	6,678	47,559	63,424	4,13,396	29,578	1,57,548	398,042	19,20,007	499,506	25,51,034	1,982,952	1,18,39,208	
463,428	38,11,325	765,487	72,67,218	1,127	18,061	4,369	28,963	33,670	2,12,372	32,140	1,73,062	384,114	13,96,961	455,420	18,29,419	1,964,120	1,16,61,786	
...	45,034	...	57,139	657	...	2,309	18,686	29,754	2,01,024	...	...	13,928	5,23,046	44,086	7,21,615	18,832	1,77,422	
44,404	...	38,084	...	...	5,537	...	...	...	...	2,562	15,514	...	...	...	...	...	...	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	XXVI. Saltpetre and other saline substances.						XXVII. Silk.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece-goods.				Total.	
									(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a)to(c) & (f) & (g)	Bengal-Nagpur . .	143	1,732	1,383	10,795	1,526	12,527	...	...	626	10,186	...	...	...	...	626	10,186
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India.	1,764	11,379	1,397	16,613	3,161	27,992	334	7,282	47	807	7	179	27	589	415	8,947
3	...	Eastern Bengal State .	51	368	4,045	13,268	4,096	13,636	...	...	405	3,382	...	...	...	...	405	3,382
4	...	East Indian . .	22,828	2,40,215	17,248	1,13,123	40,076	3,53,338	...	...	545	5,822	...	...	42	1,524	587	7,346
5	...	Great Indian Peninsula	712	5,858	3,706	50,800	4,418	56,658	168	2,457	31	798	64	5,244	10	808	273	9,307
6	...	Madras and Southern Mahratta.	246	1,973	444	4,037	690	6,010	27	474	404	8,283	1	29	14	205	446	8,991
7	(a) & (b)	Nizam's Guaranteed State.	131	959	783	5,026	914	5,985	...	...	1	19	1	15	...	6	2	40
8	(a)to(j)	North Western State .	6,205	39,432	7,140	70,896	13,345	1,10,328	217	4,307	151	7,270	13	523	61	1,432	442	13,532
9	(a)&(b)	Oudh and Rohilkhand State.	607	2,998	1,069	3,393	1,766	6,391	...	...	1	16	1	4	2	39	4	59
10	...	South Indian . .	677	5,608	23	159	700	5,767	1	16	21	364	...	...	26	216	48	596
		3′ 3½″ gauge.																
11	...	Assam-Bengal . .	...	...	7	36	7	36	...	...	33	355	...	...	1	7	34	362
12	...	Bengal and North-Western.	14,968	56,086	7,313	29,916	22,281	86,002	...	...	2	7	...	...	...	1	2	8
13	...	Bengal Dooars . .	...	...	18	87	18	87	...	...	...	...	...	...	...	...	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	32	183	40	83	72	266	13	52	...	1	...	...	...	1	13	54
15	(a) & (b)	Burma . . .	...	3	40	509	40	512	72	2,112	41	1,328	9	157	6	150	128	3,747
16	...	Deoghur . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley.	17	191	66	593	83	784	...	...	5	77	...	2	2	52	7	131
18	...	Jodhpur-Bikaner .	458	2,319	1,807	9,835	2,265	12,154	16	67	...	...	...	2	...	4	16	73
19	...	Morvi . . .	5	14	5	20	10	34	...	...	...	2	...	...	...	...	...	2
2	(b)&(h) to (n).	Rajputana-Malwa .	5,180	39,233	2,097	17,806	7,277	57,039	197	9,054	8	184	7	353	6	256	218	9,847
20	(a)&(b)	Rohilkund and Kumaon	225	599	1,734	3,651	1,959	4,250	...	...	...	...	...	...	...	...	...	...
21	...	Udaipur-Chitorgarh .	33	200	61	313	94	513	...	...	...	...	...	...	...	...	...	...
		2′ 6″ gauge.																
24	...	Barasat-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light . .	25	69	31	84	56	153	1	5	...	...	...	...	...	...	1	5
26	..	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	2	3	1	2	3	5	...	...	...	...	...	...	...	...	...	...
30	...	Dholpur-Bari . .	...	...	2	3	2	3	...	...	...	...	...	...	...	...	...	...
1	(d)	Mourbhanj . .	...	...	3	9	3	9	...	...	4	7	...	...	...	...	4	7
1	(e)	Parlakimedi Light .	4	5	...	1	4	6	...	...	...	...	...	...	...	...	...	...
20	(q)	Powayan Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light.	83	235	86	246	169	481	...	...	...	...	...	...	...	...	...	...
33	...	Tarakeshwar-Magra Light.	...	...	4	9	4	9	...	...	4	10	...	...	...	...	4	10
34	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
36	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Amta Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1909 .	54,486	4,09,662	50,553	3,51,913	105,039	7,60,975	1,046	25,826	2,329	39,008	103	6,508	197	5,290	3,675	76,632
		TOTAL 1908 .	54,839	4,09,464	53,012	3,50,656	107,851	7,60,120	962	23,041	2,493	41,175	117	6,329	208	4,833	3,780	75,378
		INCREASE .	...	198	...	857	...	855	84	2,785	...	...	...	179	...	457	...	1,254
		DECREASE .	353	...	2,459	...	2,812	...	...	...	164	2,167	14	...	11	...	105	...

DIX 10—*continued.*

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the earnings therefrom during the calendar year 1909."

and is therefore not the same as the total production.]

XXVIII.														Number.
Spices.														
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
6,850	65,331	23	590	10,370	1,03,697	227	3,425	1,393	12,638	5,165	37,464	24,028	2,23,145	1
1,394	24,217	72	1,788	4,680	40,355	1,042	10,042	833	17,944	10,436	98,980	18,457	1,93,326	2
17,086	1,50,780	512	11,623	7,708	52,195	1,950	27,144	628	11,417	3,771	24,570	31,655	2,77,729	3
9,462	1,87,742	500	17,850	9,742	1,83,063	1,008	14,706	2,117	60,695	12,565	2,31,686	35,394	6,95,742	4
10,276	2,20,224	74	3,063	15,358	1,61,072	406	9,717	545	17,279	12,577	1,84,424	39,236	5,95,779	5
16,480	1,72,313	50	791	37,447	3,05,577	555	5,672	1,475	14,540	12,032	1,01,786	68,039	6,00,679	6
942	11,917	8	99	4,917	46,662	38	442	44	508	1,418	11,506	7,367	71,134	7
693	7,005	366	5,530	6,314	69,377	1,523	14,102	1,445	34,605	7,772	69,954	18,113	2,00,573	8
2,126	27,217	72	917	1,278	11,066	293	2,673	200	1,862	2,126	12,729	6,095	56,464	9
21,396	1,52,957	706	6,789	17,780	1,53,425	1,219	11,924	4,983	32,065	280	2,530	46,364	3,59,690	10
2,958	24,004	...	...	2,423	15,536	8	46	92	911	217	2,124	5,698	42,621	11
2,912	23,053	170	1,948	6,542	27,919	1,598	14,513	740	7,783	3,199	27,939	15,161	1,0155	12
387	1,598	41	547	23	129	147	229	72	385	114	613	784	3,501	13
554	2,935	3	40	524	5,425	19	128	8	72	1,468	5,771	2,576	14,371	14
7,208	75,196	1	16	6,798	1,04,168	2,588	24,993	35	581	229	2,449	16,859	2,07,403	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
850	10,069	1	23	1,026	12,332	21	235	26	364	467	4,826	2,391	27,849	7
154	1,088	5	48	1,280	9,138	40	325	48	330	796	3,022	2,323	13,951	18
19	74	...	...	89	429	4	16	...	1	424	1,203	536	1,723	19
910	11,208	71	2,920	5,728	57,023	461	11,323	669	20,806	15,132	1,28,902	22,971	2,32,182	2
266	1,700	14	74	1,419	9,208	88	408	12	86	423	1,906	2,222	13,382	20
6	45	...	5	69	443	9	63	12	49	86	340	182	945	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
736	2,195	...	...	128	385	7	22	6	18	296	800	1,173	3,420	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
55	155	...	...	31	87	2	4	2	5	225	150	315	401	28
1	3	...	...	10	27	...	...	...	...	370	627	381	657	30
27	75	...	1	4	11	...	...	...	...	20	57	51	144	1
6	11	...	...	33	26	...	...	...	...	19	16	58	53	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
14	72	...	...	110	526	39	323	...	3	85	365	248	1,289	32
...	...	...	...	...	...	...	...	...	...	3	8	3	8	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
81	1,892	311	4,958	...	13	...	2	13	325	40	770	445	7,960	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
103,849	11,76,076	3,000	59,620	141,831	13,69,314	13,292	1,52,477	15,398	2,35,272	91,755	9,57,517	369,125	39,49,276	
113,610	12,81,552	2,768	48,869	135,647	12,07,318	10,555	1,30,570	15,104	2,60,843	72,987	7,88,095	350,671	37,17,247	
...	...	232	10,751	6,184	1,61,996	2,737	21,907	294	...	18,768	1,69,422	18,454	2,32,029	
9,761	106,476	...	...	...	...	...	...	...	25,571	...	...	...	...	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	XXIX. Sugar. (1) Refined or crystallized including sugarcandy.		(2) Unrefined. (a) Sugar.		(2) Unrefined. (b) Gur, rab, Jaggery, molasses and other Saccharine produce.		Total.		XXX. Tea. (1) Foreign.		(2) Indian.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e) & (f) & (g).	Bengal-Nagpur	16,749	1,24,603	...	...	27,704	2,00,351	44,453	3,24,954	...	...	377	7,923	377	7,923
2	(a), (c) to (g) & (o) & (p)	Bombay, Baroda and Central India.	40,268	4,86,597	3,650	31,950	35,509	3,31,138	79,427	8,49,685	489	7,442	425	6,659	914	14,101
3	...	Eastern Bengal State	21,964	1,59,067	17,637	91,951	36,540	1,69,600	76,141	4,20,618	...	...	30,976	5,93,411	30,976	5,93,411
4	...	East Indian	70,804	8,20,936	97,984	8,62,007	144,823	6,07,771	313,611	22,90,714	...	...	1,510	31,855	1,510	31,855
5	...	Great Indian Peninsula	76,200	9,80,784	3,570	23,888	94,257	7,07,649	174,027	17,12,321	187	2,861	999	22,744	1,186	25,605
6	...	Madras and Southern Mahratta	25,963	2,15,117	3,287	46,688	91,023	6,34,614	120,273	8,96,419	14	249	701	9,374	715	9,523
7	(a) & (b)	Nizam's Guaranteed State	4,161	32,328	346	2,223	3,902	29,255	8,409	63,806	20	286	85	1,235	105	1,521
8	(a) to (j)	North Western State	107,943	20,18,717	40,300	5,03,736	139,278	8,66,935	287,521	33,89,418	1,478	21,367	1,962	32,866	3,440	54,233
9	(a) & (b)	Oudh and Rohilkhand State	25,366	1,61,062	40,934	1,98,728	52,382	1,87,064	118,732	5,46,854	95	1,130	2,829	17,860	2,924	18,990
10	...	South Indian	18,744	1,12,981	4,653	21,826	49,655	2,92,440	72,052	4,27,247	10	258	6,108	44,909	6,118	45,167
		3′ 3¾″ gauge.														
11	...	Assam-Bengal	1,482	8,711	2,255	10,330	3,269	14,531	7,006	33,572	...	...	36,195	4,55,836	36,195	4,55,866
12	...	Bengal and North-Western	10,765	67,019	29,428	1,71,117	69,936	3,57,235	110,129	5,95,371	...	...	58	749	58	749
13	...	Bengal Dooars	1,285	6,947	411	2,183	734	3,656	2,480	12,786	...	...	17,712	3,48,740	17,712	3,48,740
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	8,503	39,747	...	...	2,346	7,197	10,849	46,944	...	9	87	791	87	800
15	(a) & (b)	Burma	404	3,262	5,892	60,121	23,706	1,72,184	30,002	2,35,567	1,729	31,797	20	209	1,749	32,006
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	1,021	5,500	1,021	5,500	...	...	11,501	98,170	11,501	98,170
7	(c)	Hyderabad-Godavari Valley	3,413	34,087	165	1,443	3,097	21,016	6,705	56,546	2	12	18	283	20	295
18	...	Jodhpur-Bikaner	10,651	52,925	6,373	35,833	12,483	75,847	29,507	1,64,605	4	51	5	64	9	115
19	...	Morvi	106	343	237	730	439	1,263	782	2,336	1	8	4	26	5	34
2	(b) & (h)	Rajputana-Malwa	27,026	2,20,578	48,538	3,55,000	90,702	8,65,166	166,266	14,40,834	382	9,460	313	4,028	695	13,488
20	to (n) (a) & (b)	Rohilkund and Kumaon	5,127	15,716	6,880	19,293	17,591	74,569	29,598	1,09,578	56	407	189	2,084	245	2,491
21	...	Udaipur-Chitorgarh	512	2,639	709	3,544	1,089	4,817	2,310	11,000	...	2	1	13	1	15
		2′ 6″ gauge.														
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	1,347	3,479	...	...	476	1,339	1,823	4,818	1	6	...	1	1	7
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	234	792	668	2,233	1,501	5,033	2,403	8,058	1	2	...	...	1	2
30	...	Dholpur-Bari	258	443	51	88	373	633	682	1,164	...	...	...	...	...	...
1	(d)	Mourbhanj	77	214	...	...	45	130	122	344	...	...	...	1	...	1
1	(e)	Parlakimedi Light	178	121	...	...	13	10	191	131	...	...	...	4	...	4
20	(c)	Powayan Light	...	...	...	...	664	709	664	709	...	...	...	...	...	...
32	...	Shahdara (Delhi)-Saharanpur Light	141	305	5,551	16,165	11,792	32,228	17,484	48,698	...	...	...	2	...	2
33	...	Tarakeshwar-Magra Light	...	...	55	56	111	123	166	179	...	...	...	...	...	...
34	...	Tezpore-Balipara Light	...	...	7	46	...	...	7	46	...	...	2,678	18,937	2,678	18,937
		2′ 0″ gauge.														
36	...	Darjeeling-Himalayan	129	2,803	795	13,602	51	860	975	17,325	...	...	3,985	57,852	3,985	57,852
37	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1909	479,830	55,72,323	320,426	24,74,931	915,562	56,70,893	1,715,818	1,37,18,147	4,469	75,347	118,738	17,56,556	123,207	18,31,903
		TOTAL 1908	502 836	60,22,476	318,152	23,01,602	935,811	57,59,916	1,756,799	1,40,83,994	4,311	83,945	111,820	16,99,028	116,131	17,82,973
		INCREASE	...	...	2,274	1,73,329	...	...	...	...	158	...	6,918	57,528	7,076	48,930
		DECREASE	23,006	4,50,153	...	...	20,249	89,023	40,981	3,65,847	...	8,598	...	...	...	...

DIX 10—*continued.*

REPORT FOR 1908.]

the earnings therefrom during the calendar year 1909.

over all railways in India and is therefore not the same as the total production.]

XXXI. Tobacco.								XXXII. Wood.						XXXIII—(*continued on following page*). Wool.								Number.
(1) Unmanufactured.		(2) Manufactured. (a) Cigars.		(2) Manufactured. (b) Other sorts.		Total.		(1) Timber, unwrought.		(2) Manufactured.		Total.		(1) Raw.		(2) Manufactured. (a) Carpets and rugs.		(2) Manufactured. (b) Piece-goods, European.		(2) Manufactured. (c) Piece-goods, Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
10,196	99,624	...	...	1,162	19,742	11,358	1,19,366	69,005	2,86,102	2,955	23,912	71,960	3,10,014	...	...	...	...	...	...	...	...	1
16,260	1,16,891	84	1,244	590	7,647	16,934	1,25,782	67,243	2,56,099	6,474	53,324	73,717	3,09,423	7,952	1,68,654	123	2,334	35	713	100	1,614	2
36,674	3,40,836	...	...	1,741	22,715	38,415	3,63,551	81,213	1,39,975	7,301	60,620	88,514	2,00,595	1,388	24,613	...	...	...	...	...	...	3
30,720	3,53,034	50	1,380	4,452	95,306	35,222	4,49,720	51,783	1,75,323	9,213	92,830	60,996	2,68,153	1,594	25,849	538	14,966	163	3,079	438	11,770	4
10,596	1,21,584	911	32,066	655	15,256	12,162	1,68,906	161,343	6,18,668	7,593	1,03,254	168,936	7,21,922	591	13,147	121	4,575	213	9,328	141	5,103	5
28,672	1,99,109	573	10,692	6,362	44,258	35,607	2,54,059	190,867	5,05,610	58,365	2,53,240	249,532	7,58,850	1,159	15,896	585	8,182	10	94	590	7,695	6
2,125	28,559	147	2,946	42	659	2,314	32,164	47,246	1,48,544	775	6,476	48,021	1,55,020	190	1,901	120	1,677	20	309	186	2,179	7
19,713	2,40,996	173	2,367	3,094	71,853	22,980	3,15,216	69,581	2,71,652	12,242	1,08,541	81,823	3,80,093	32,519	7,13,048	216	4,350	799	16,762	877	17,624	8
5,658	25,435	217	3,198	3,062	10,630	8,937	39,263	64,418	1,52,244	7,345	36,860	71,763	1,89,104	422	4,126	57	251	61	467	138	1,371	9
22,480	1,26,496	1,464	24,169	1,546	14,139	25,490	1,64,804	249,305	6,83,123	9,953	89,624	259,258	7,72,747	294	2,618	226	2,795	11	177	330	6,053	10
2,894	19,914	...	13	147	3,068	3,041	22,995	1,954	8,991	5,221	36,903	7,175	45,894	6	45	...	4	...	...	1	17	11
35,201	2,70,173	7	97	737	6,168	35,945	2,76,438	32,408	91,751	14,864	68,048	47,272	1,59,799	239	3,140	31	342	26	333	384	4,937	12
3,946	9,915	...	...	231	2,545	4,177	12,460	3,100	8,775	1,783	19,284	4,883	28,059	...	...	...	...	...	...	...	...	13
1,348	11,311	8	76	281	2,882	1,637	14,269	14,526	74,312	2,460	14,321	16,986	88,633	578	5,777	1	5	1	7	2	11	14
5,328	48,423	442	5,568	811	12,071	6,581	66,062	127,323	5,08,890	3,232	22,657	130,555	5,31,547	4	131	126	3,000	26	349	1	55	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	4,890	20,885	...	...	4,890	20,885	...	...	...	...	...	...	...	...	17
344	5,119	6	105	28	560	378	5,784	11,196	47,456	740	6,616	11,936	54,072	3	51	28	602	...	...		835	7
2,601	16,807	18	308	223	2,020	2,842	19,135	17,362	45,258	627	4,195	17,989	50,053	6,046	57,304	7	86	12	211	17	293	18
823	3,768	7	38	45	294	875	4,100	2,269	7,532	136	659	2,405	8,191	484	3,592	...	...	...	...	...	5	19
15,687	1,63,340	142	3,127	766	10,409	16,595	1,76,876	44,373	1,29,373	4,157	31,655	48,530	1,61,028	10,755	160,413	107	3,823	55	1,507	209	3,380	2
2,227	11,054	55	511	727	3,905	3,009	15,470	31,077	87,062	1,330	6,367	32,407	96,429	235	1,181	12	79	2	6	11	116	20
435	2,445	3	39	7	55	445	2,539	66	178	69	390	135	568	123	680	...	6	...	...	1	10	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
46	157	5	15	74	366	125	538	874	1,956	329	917	1,203	2,873	1	3	13	56	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
2	3	...	...	...	...	2	3	1,027	2,456	54	146	1,081	2,602	206	112	...	...	...	...	...	...	28
16	39	...	3	...	...	16	42	122	86	2	4	124	90	1	2	...	...	...	...	...	...	30
37	106	...	...	4	17	41	123	1,596	3,293	6	18	1,602	3,311	...	...	...	...	...	...	...	...	1
12	14	...	...	1	1	13	15	19	24	27	37	46	61	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	12,941	19,371	...	...	12,941	19,371	...	...	...	...	...	...	...	...	20
341	1,303	...	...	...	3	341	1,306	675	1,520	222	725	897	2,245	8	42	1	1	...	...	...	...	32
37	52	...	...	16	22	53	74	99	103	3	8	102	111	...	...	...	...	...	...	...	...	33
3	24	...	...	...	...	3	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
74	1,361	318	7,952	55	1,183	447	10,496	101	1,414	300	4,627	401	6,041	4	85	4	108	3	92	8	209	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
254,496	22,17,892	4,630	95,914	26,859	3,48,674	285,985	26,62,480	1,360,002	42,98,526	158,078	10,46,258	1,518,080	53,44,784	65,102	12,02,410	2,316	47,242	1,437	33,534	3,535	63,217	
259,397	23,12,301	5,200	98,452	20,536	2,85,966	285,133	26,86,719	1,401,568	43,31,400	119,247	5,72,651	1,520,845	52,04,051	43,120	7,79,343	2,295	40,937	1,778	43,531	3,552	66,728	
...	...	...	7,462	6,323	62,708	852	...	...	...	38,831	1,73,607	...	1,40,733	21,982	4,23,067	21	6,305	...	...	...	...	
2,901	94,409	570	...	...	...	...	24,239	41,596	32,874	...	...	2,765	...	...	...	...	...	341	9,997	17	3,511	

APPEN

[APPENDIX 17 IN THE

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	XXXIII—*Concluded.* WOOL—*concluded.* (2) Manufactured—*concluded.* (*d*) Other sorts of manufactures.		TOTAL.		XXXIV. All other articles of merchandise.		GRAND TOTAL.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	...	...	...	...	173,177	8,15,766	3,898,318	1,58,07,445
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	157	1,944	8,367	1,75,259	421,179	15,57,043	2,370,410	1,37,78,396
3	...	Eastern Bengal State	363	4,545	1,751	29,158	101,873	5,09,863	3,392,553	1,46,04,771
4	...	East Indian	1,040	25,247	3,773	80,911	520,510	36,41,582	11,251,542	5,29,01,482
5	...	Great Indian Peninsula	1,186	21,440	2,252	53,593	352,355	27,42,561	4,438,455	4,31,00,178
6	...	Madras and Southern Mahratta	663	7,699	3,007	39,666	216,712	14,16,610	2,831,439	1,83,68,436
7	(*a*) & (*b*)	Nizam's Guaranteed State	...	2	516	6,068	13,140	1,04,648	717,862	32,21,925
8	(*a*) to (*j*)	North Western State	1,114	23,993	35,525	7,75,777	611,110	41,43,901	4,679,706	4,01,28,380
9	(*a*) & (*b*)	Oudh and Rohilkhand State	210	2,046	888	8,261	365,869	14,17,854	1,516,621	61,62,337
10	...	South Indian	65	769	935	12,412	260,584	11,09,465	2,190,918	96,99,293
		3′ 3½″ gauge.								
11	...	Assam-Bengal	70	1,289	77	1,355	15,497	1,03,251	451,362	21,45,223
12	...	Bengal and North-Western	...	...	680	8,752	90,478	3,22,955	1,665,670	(*b*)71,07,940
13	...	Bengal Dooars	31	380	31	380	2,449	17,365	102,338	7,15,253
14	...	Bhavnagar-Gondal-Junagad-Porbandar	3	32	885	5,832	10,873	71,399	329,616	10,51,138
15	(*a*) & (*b*)	Burma	4	84	161	3,619	181,442	8,41,814	1,689,316	90,51,506
16	...	Deoghur	...	...	...	...	(*a*)19,005	(*a*)6,383	19,005	6,383
17	...	Dibru-Sadiya	...	...	...	...	44,809	60,258	703,737	9,35,286
	(*c*)	Hyderabad-Godavari Valley	...	...	123	1,488	4,001	38,902	247,038	18,59,611
18	...	Jodhpur-Bikaner	305	2,607	6,387	60,441	21,434	1,00,629	431,702	17,08,344
19	...	Morvi	2	8	486	3,605	1,270	7,784	62,528	1,43,684
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	224	4,019	11,350	1,73,142	278,541	11,71,271	2,230,556	1,50,46,654
20	(*a*) & (*b*)	Rohilkund and Kumaon	285	1,507	545	2,889	149,153	2,63,967	526,029	13,90,179
21	...	Udaipur-Chitorgarh	2	19	126	715	501	3,243	21,113	87,608
		2′ 6″ gauge.								
24	...	Baraset-Basirhat Light	...	...	...	...	(*a*)2,910	(*a*)12,495	2,910	12,495
25	...	Barsi Light	126	442	140	501	1,997	10,015	98,117	2,70,292
26	...	Bukhtiarpore-Behar Light	...	...	...	...	(*a*)30,414	(*a*)39,517	30,414	39,517
28	...	Cutch	...	...	206	112	824	1,876	15,412	36,812
30	...	Dholpur-Bari	...	...	1	2	650	2,009	26,276	20,438
1	(*d*)	Mourbhanj	...	...	...	...	5,930	9,146	14,946	27,802
1	(*e*)	Parlakimedi Light	...	...	...	...	416	504	5,545	4,397
20	(*e*)	Powayan Light	...	...	...	...	8,384	8,422	26,857	36,023
32	...	Shahdara (Delhi)-Saharanpur Light	5	24	14	67	10,048	28,178	67,934	1,77,011
33	...	Tarakeshwar-Magra Light	...	...	...	...	37,060	863	45,402	11,389
34	...	Tezpore-Balipara Light	...	...	...	...	2,128	6,527	9,492	40,255
		2′ 0″ gauge.								
36	...	Darjeeling-Himalayan	...	17	19	511	4,735	53,076	38,777	5,05,480
37	...	Howrah-Amta Light	...	...	...	...	(*a*)19,208	(*a*)35,109	19,208	35,109
38	...	Howrah-Sheakhala Light	...	...	...	...	(*a*) 7,640	(*a*) 9,859	7,640	9,859
40	...	Jorhat	...	...	...	...	(*a*)18,000	(*a*)64,153	18,000	64,153
		TOTAL 1909	5,855	98,113	78,245	14,44,516	4,006,106	2,07,50,263	46,194,764	26,03,12,424
		TOTAL 1908	6,036	100,128	56,781	10,30,667	3,653,762	2,01,33,376	5,503,730	24,20,38,082
		INCREASE	...	...	21,464	4,13,849	352,344	6,16,887	691,034	1,82,74,342
		DECREASE	181	2,015	...	...	...	...	...	...

DIX 10—*concluded.*

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the earnings therefrom during the calendar year 1909.

over all railways in India and is therefore not the same as the total production.]

XXXV. ANIMALS.										NUMBER.	REMARKS.
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
172	2,623	15,230	66,021	3,393	37,442	6	22	18,801	1,06,108	1	
267	4,708	14,380	1,75,813	18,739	3,72,399	...	...	33,386	5,52,920	2	
166	2,237	6,906	53,800	500	6,412	1	70	7,573	62,519	3	
2,297	70,884	8,132	1,54,680	6,595	1,62,610	12	340	17,036	3,88,514	4	
1,167	28,829	18,245	1,75,961	5,286	89,236	...	...	24,698	2,94,026	5	
1,867	9,362	12,239	25,571	97,035	22,685	...	...	1,11,141	57,618	6	
257	3,034	156	3,910	29	442	...	...	442	7,386	7	
3,811	69,170	10,105	1,06,740	468	9,603	...	...	14,384	1,85,513	8	
755	22,910	489	9,581	32	817	...	...	1,276	33,308	9	(*a*) Represents total articles of merchandise and earnings therefrom.
113	1,792	2,180	14,096	6,715	35,259	30	442	9,038	51,589	10	
15	258	241	2,461	175	1,382	...	...	431	4,101	11	(*b*) Excluding Rs. 6,59,234 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (metre gauge link) railway are included throughout with the Bengal and North-Western railway.
7	1,291	6,036	66,097	188	3,154	...	...	6,300	70,542	12	
...	...	2	20	1	4	...	...	3	24	13	
69	1,141	503	2,959	16	218	...	...	588	4,318	14	
886	26,649	4,361	97,438	1,895	60,878	...	...	7,142	1,84,965	15	
...	...	...	...	19	5	...	...	19	5	16	
...	...	62	131	...	...	...	...	62	131	17	
212	5,032	57	1,779	151	2,975	...	...	420	9,786	7	
179	2,186	195	2,576	25	135	...	...	399	4,897	18	
33	356	40	460	...	...	...	...	73	816	19	
594	11,348	7,129	58,943	10,675	1,49,715	...	...	18,393	2,20,006	2	
16	159	13	132	2	66	...	...	31	357	20	
10	80	5	105	...	...	...	...	15	185	21	
...	...	...	...	...	...	...	...	...	...	24	
...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	...	...	...	...	28	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	...	32	
...	...	...	...	...	...	...	...	...	...	33	
...	...	...	...	...	...	...	...	...	...	34	
...	...	2	35	...	...	...	...	2	35	36	
...	...	...	...	...	...	...	...	...	...	37	
...	...	...	...	...	...	...	...	...	...	38	
...	...	...	...	...	...	...	...	...	...	40	
12,962	2,64,049	106,708	10,19,309	1,51,939	9,55,437	49	874	271,658	22,39,669		
9,102	2,56,415	97,559	9,59,995	56,533	9,37,952	41	3,705	163,235	21,58,067		
3,860	7,634	9,149	59,314	95,406	17,485	8	...	108,423	81,602		
...	...	...	...	...	...	...	2,831	...	...		

APPEN

[APPENDIX 18 IN THE

Analysis of working of each railway system.

[Note.—Railways not shown do not

Classification No. of Ry. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	1	2	3	4					5		6		7	
				Description of Railway worked.										Financial results.			
							Total length of the under-noted gradients.					Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue.		Percentage of net earnings on paid up capital.	
Main head.	Sub-head.			Gauge of railway.	Mean mileage worked.	Number of stations.	(*a*) $\frac{1}{80}$ and less.	(*b*) $\frac{1}{81}$ to $\frac{1}{80}$.	(*c*) $\frac{1}{81}$ to $\frac{1}{100}$.	(*d*) $\frac{1}{101}$ to $\frac{1}{300}$.	(*e*) $\frac{1}{301}$ to $\frac{1}{300}$.	(*a*) Length	(*b*) Inclination.				
					Miles.	No.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*		*Per cent.*		*Per cent.*	
				1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.		1909.	
														1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		5′ 6″	1,790·56	267	...	0·15	105·15	597·83	147·85	0·15	$\frac{1}{80}$	2·53	1·70	2·52	1·70
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		5′ 6″	1,084·25	182	...	1·32	0·76	256·43	93·12	1·32	$\frac{1}{80}$	4·15	2·62	...	...
3	(*a*)	Eastern Bengal .		5′ 6″	507·21	137	...	...	...	...	7·28	3·31	$\frac{1}{30}$	0·76	3·17	...	...
4	(*a*) to (*d*)	East Indian . .		5′ 6″	2,520·34	429	5·90	17·66	48·86	211·06	162·87	14·26	$\frac{1}{80}$	3·93	3·59	...	...
5	(*a*) to (*g*)	Great Indian Peninsula.	G. I. P.	5′ 6″	1,761·53	325	19·31	2·82	61·90	566·35	213·42	5·99	$\frac{1}{37}$	3·26	2·79	...	...
			I. M.	5′ 6″	1,182·01	160	6·75		11·23	365·30	105·14	2·40	$\frac{1}{80}$	1·76	1·47	1·83	1·59
6	(*a*) & (*b*)	Madras and Southern Mahratta.		5′ 6″	1,041·61	207	...	13·60	34·42	184·96	113·28	0·80	$\frac{1}{60}$	2·13	2·16	*2·38	*1·92
7	(*a*) & (*b*)	Nizam's Guaranteed State.		5′ 6″	354·70	45	...	...	79·19	110·99	18·22	2·52	$\frac{1}{100}$	2·87†	†2·84	†2·50	†2·51
8	(*a*) to (*g*)	North Western . .		5′ 6″	4,318·78	687	82·62	93·23	152·22	143·82	115·46	5·60	$\frac{1}{25}$	1·53	1·82	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand.		5′ 6″	1,270·20	206	...	9·30	6·41	19·15	22·56	2·25	$\frac{1}{75}$	0·99	1·69	...	...
10	(*a*)	South Indian . .		5′ 6″	577·94	81	...	9·26	15·00	86·75	39·19	1·42	$\frac{1}{62}$	2·38	2·08	...	...
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal . .		3′ 3⅜″	770·84	130	10·10	33·03	27·70	97·44	31·65	4·84	$\frac{1}{37}$	0·14	0·20	...	...
12	(*a*) & (*b*)	Bengal and North-Western.		3′ 3⅜″	1,933·74	336	...	...	0·63	4·56	4·73	0·63	$\frac{1}{100}$	3·55	1·97	...	...
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		3′ 3⅜″	459·15	66	1·83	0·28	1·68	123·76	64·74	1·83	$\frac{1}{60}$	3·18	1·92	...	...
15	(*a*) & (*b*)	Burma . . .		3′ 3⅜″	1,527·68	294	64·52	31·83	47·78	155·52	142·80	9·81	$\frac{1}{25}$	3·14	0·91	...	...
3	(*b*) & (*c*)	Eastern Bengal.		3′ 3⅜″	1,020·37	177	0·37	0·64	2·05	39·21	34·92	0·82	$\frac{1}{180}$	1·68	2·64	...	...
7	(*c*)	Hyderabad-Godavari Valley.		3′ 3⅜″	391·13	52	...	...	...	...	13·95	5·41	$\frac{1}{133}$	2·99	2·10	2·98	2·13
18	(*a*) to (*d*)	Jodhpur-Bikaner .		3′ 3⅜″	887·81	99	...	...	...	181·63	72·81	2·31	$\frac{1}{150}$	2·53	4·02	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.		3′ 3¾″	2,083·26	315	15·06	76·28	691·98	335·96	117·53	15·06	$\frac{1}{40}$	2·36	1·43	...	...
10	(*d*)	Nilgiri . . .		3′ 3⅜″	28·96	12	22·95	1·61	0·27	0·18	...	0·27	$\frac{1}{12}$	1·12	0·17	...	...
2	(*h*) to (*n*)	Rajputana-Malwa .		3′ 3⅜	2,170·61	305	3·40	0·23	18·75	348·10	219·89	3·40	$\frac{1}{40}$	3·36	2·59	...	...
20	(*a*) & (*b*)	Rohilkund and Kumaon.		3′ 3⅜″	429·64	71	...	6·41	8·89	14·61	11·64	3·44	$\frac{1}{70}$	3·47	2·04	...	...
10	(*f*)	Shoranur-Cochin .		3′ 3⅜″	64·75	15	...	13·75	9·14	7·45	3·08	13·75	$\frac{1}{80}$	2·04	1·71	...	...
10	(*b*), (*c*) (*e*) & (*g*) to (*i*)	South Indian . .		3′ 3⅜″	1,111·12	253	0·04	14·64	130·82	244·55	103·73	0·04	$\frac{1}{50}$	4·09	3·62	...	...
21	(*a*)	Udaipur-Chitorgarh .		3′ 3⅜″	68·72	11	...	...	1·10	30·75	6·98	0·46	$\frac{1}{100}$	3·57	2·37	...	...
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		2′ 6″	423·86	52	...	34·24	76·72	87·78	26·53	0·08	$\frac{1}{75}$	0·57	0·01	0·57	0·01
8	(*h*)	Kalka-Simla . .		2′ 6″	59·68	20	6·00	2·38	9·94	3·40	...	1·33	$\frac{1}{33}$	0·96	0·23	...	...
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		2′ 6″	102·00	22	0·07	...	27·57	30·07	22·77	3·63	$\frac{1}{100}$	*−2·10*	*−1·24*	...	...
10	(*f*)	Morappur-Dharmapuri		2′ 6″	18·53	3	...	5·33	2·73	3·38	...	4·53	$\frac{1}{67}$	*−0·67*	0·15	...	...
1	(*f*)	Purulia-Ranchi . .		2′ 6″	72·68	10	...	9·57	23·74	13·24	3·94	9·57	$\frac{1}{30}$	1·54	1·52	1·54	1·52
1	(*g*)	Raipur-Dhamtari .		2′ 6″	56·94	9	0·51	...	...	17·83	2·55	0·51	$\frac{1}{50}$	1·86	1·05	1·86	1·05
10	(*k*)	Tirupattur-Krishnagiri.		2′ 6″	25·38	5	...	8·21	2·39	4·15	0·21	7·18	$\frac{1}{67}$	*− 0·01*	0·04	...	...

*For both 5′ 6″ and 3′ 3⅜″ gauges. † For the

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during each half of the calendar year 1909.

prepare these statistics.]

8		9		10		11		12		13		14		15		16		NUMBER.
OUTLAY, EARNINGS AND EXPENSES.* (*Exclusive of Steam-boat Service*).																		
Capital outlay per mile open. *Rs*		Total earnings per mile open per week. *Rs.*		Total working expenses per mile open per week. *Rs.*		Total earnings per train-mile. *Rs.*		Total working expenses per train-mile. *Rs.*		Net earnings per train-mile. *Rs.*		Cost per 1000 gross ton miles moved (freight and dead weight). *Rs.*		Percentage of total working expenses on total earnings. *Per cent.*		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. *Per cent.*		Main head.
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,59,413	1,62,515	326	255	160	142	4·56	3·96	2·24	2·20	2·32	1·76	4·88	5·03	49·04	55·53	47·28	53·90	1
1,59,046	1,69,504	542	385	240	202	5·71	4·93	2·53	2·59	3·18	2·34	5·95	6·66	44·23	52·61	42·38	51·65	2
2,38,928	2,44,916	534	699	457	373	3·81	4·49	3·26	2·39	0·55	2·10	8·52	5·53	85·50	53·27	86·45	52·60	3
2,42,213	2,45,370	663	598	288	254	4·24	4·28	1·84	1·82	2·40	2·46	3·58	3·49	43·47	42·55	41·85	41·24	4
2,22,511	2,21,168	448	412	251	244	3·77	3·70	2·12	2·19	1·65	1·51	5·56	5·82	56·08	59·30	54·61	58·21	5
1,45,640	1,50,990																	
1,53,176	1,60,142	339	329	205	191	4·31	4·08	2·61	2·38	1·71	1·70	8·61	6·37	60·43	58·28	59·34	57·23	6
1,36,013†	1,36,488†	282	261	130	109	4·27	3·96	1·97	1·66	2·30	2·30	5·14	4·45	46·25	41·83	45·70	41·60	7
1,58,375	1,61,050	340	310	242	191	3·65	3·64	2·59	2·24	1·06	1·40	6·86	5·91	71·02	61·56	69·50	59·73	8
1,29,108	1,30,748	268	215	217	127	3·56	3·08	2·88	1·82	0·68	1·26	7·83	5·11	80·88	59·02	79·91	56·93	9
1,38,268	1,39,477	271	266	141	151	3·67	3·49	1·91	1·98	1·76	1·51	6·20	6·90	52·05	56·68	51 38	55·90	10
1,66,628	1,69,861	122	123	113	109	2·74	2·74	2 53	2·44	0·21	0·30	10·63	10·31	92·47	88·99	92·18	88·77	11
77,995	78,683	184	125	72	63	3·01	2·44	1·19	1·23	1·82	1·21	4·77	5·54	39·38	50·23	38·17	48·96	12
50,379	50,603	135	100	73	61	2·94	2·69	1·58	1·63	1·36	1·06	10·30	10·72	53·85	60·75	53·57	60·56	14
1,09,761	1,10,720	289	200	149	157	3·71	2·61	1·91	2·05	1·80	0·56	7·26	9·03	51·46	78·56	50·90	77·91	15
96,846	99,378	201	205	135	105	3·29	3·49	2·21	1·79	1·08	1·70	9·23	7·71	67·25	51·27	64·66	49·61	3
69,423	69,554	179	141	98	84	3·17	2·83	1·74	1·69	1·43	1·14	8·76	9·07	54·80	59·61	52·89	57·90	7
27,175	25,334	85	78	57	36	2·50	2·41	1·66	1·12	0·84	1·29	8·39	5·31	66·54	46·44	66·19	45·64	18
76,657	76,995	162	132	89	88	2·94	2·57	1·62	1·71	1·32	0·86	8·05	8·59	55·29	66·52	54·02	65·32	6
1,30,499	2,41,996	281	261	225	246	4·01	3·93	3·21	3·69	0·80	0·24	47·38	51·27	79·97	91·05	78·65	93·70	10
77,050	80,778	240	207	134	122	3·27	3·27	1·83	1·92	1·44	1·35	7·51	8·16	55·82	58·79	55·10	58·00	2
58,224	59,000	148	119	68	73	3·36	3·03	1·55	1·87	1·81	1·16	6·39	7·87	46·15	61·62	45·65	61·34	20
106,352	1,06,620	165	142	81	71	2·65	2·33	1·30	1·17	1·35	1·16	8·45	8·21	48·92	50·09	48·73	50·01	10
88,655	89,501	291	279	145	148	3·35	3·15	1 67	1·67	1·68	1·48	8·55	8·48	49·80	53·10	49·37	52·59	10
31,149	31,150	79	60	36	32	4·96	3·89	2·25	2·05	2·71	1·84	10 15	10·61	45·39	52·85	45·32	52·83	21
56,356	58,480	62	46	47	46	2·27	1·83	1·71	1·82	0·56	0·01	8·28	8·78	75·41	99·55	73·76	99·50	1
3,08,050	3,13,973	288	344	173	304	3·35	4·34	2·02	3·84	1·33	0·50	24·47	45·75	60·16	88·39	59·80	88·28	8
66,908	67,001	57	0	111	92	0·80	0·92	1·56	1·41	*—0·76*	*—0·49*	28·31	25·10	195·35	153·82	196·35	153·90	8
44,676	44,676	39	43	50	46	0·90	0·99	1·17	1·05	*—0·27*	*—0·06*	13·93	12·07	130·43	105·96	130·44	105·96	10
63,487	65,441	98	81	38	42	3·44	2·95	1·32	1·55	2·12	1·40	6·61	7·85	38·45	52·49	38·45	52·45	1
24,909	24,941	47	32	29	21	2·19	1·68	1·35	1·14	0·83	0·54	13·64	15·74	62·04	67·99	62·03	67·56	1
42,291	42,292	30	40	30	39	0·91	1·29	0·92	1·27	*—0·01*	0·02	10·77	13·80	100·28	98·51	100·38	98·51	10

Nizam's Guaranteed State railway only.

APPEN

[APPENDIX 18 IN THE

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of ery. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	17		18		19		20		21		22		23	
				Outlay, earnings and expenses—*concld.* *(Inclusive of Steam-boat Service.)*		Division of expenditure between coaching and goods traffic.										COACHING	
												Gross receipts and train-mileage—					
Main head.	Sub-head.			Percentage of total working expenses on total earnings (for details see items 123-129). *Per cent.*		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.)		Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load)*— Coaching (in thousands of Rs.). *Rs.*		Goods (in thousands of Rs.). *Rs.*		Receipts from coaching traffic (in thousands of rupees). *Rs.*		Coaching train-miles run (in thousands.) *No.*		Average coaching receipts per train-mile. *Rs.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(a)	Bengal-Nagpur		50·21	56·59	70,47	62,61	19,27	20,25	51,20	42,36	50,36	42,36	1,473	1,487	3·42	2·85
2	(a) to (g)	Bombay, Baroda and Central India.		44·23	52·61	60,69	58,80	23,89	27,94	36,80	30,86	45,08	46,67	1,486	1,536	3·03	3·04
3	(a)	Eastern Bengal		85·50	53·27	56,57	47,17	25,31	19,76	31,26	27,41	30,68	29,34	1,164	1,225	2·64	2·39
4	(a) to (d)	East Indian		43·79	42·62	1,83,64	1,61,93	53,17	52,57	1,30,47	1,09,56	1,29,86	1,27,42	4,633	4,478	2·80	2·85
5	(a) to (g)	Great Indian Peninsula.		56·08	59·30	1,87,69	1,83,41	68,72	76,37	1,18,97	1,07,04	98,65	1,01,07	4,537	4,712	2·17	2·15
6	(a) & (b)	Madras and Southern Mahratta.		60·43	58·28	53,59	48,78	21,32	20,58	32,27	28,20	37,88	36,83	1,222	1,246	3·10	2·95
7	(a) & (b)	Nizam's Guaranteed State.		46·25	41·83	11,19	9,07	3,48	3,28	7,71	5,79	6,30	6,14	271	301	2·32	2·04
8	(a) to (g)	North-Western		71·03	61·60	2,64,14	2,10,05	86,02	76,27	1,78,12	1,33,78	1,26,00	1,29,90	4,903	4,931	2·57	2·63
9	(a) & (b)	Oudh and Rohilkhand		80 88	59·02	68,68	39,48	28,02	19,76	40,66	19,72	44,23	38,09	1,249	1,355	3·54	2·81
10	(a)	South Indian		52·05	56·68	12,52	14,68	5,02	6,00	7,50	8,68	12,11	11,54	479	485	2·53	2·38
		3′ 3⅜″ Gauge.															
11	(a)	Assam-Bengal		92·67	89·13	21,09	20,28	7,95	7,29	13,14	12,99	12,01	9,57	376	360	3·19	2·66
12	(a) & (b)	Bengal and North-Western		41·38	52·70	34,23	31,14	14,23	16,58	20,00	14,56	39,45	34,53	1,532	1,491	2·58	2·32
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar		53·85	60·75	8,44	7,01	4,80	4,64	3,64	2,37	8,93	7,90	374	328	2·39	2·41
15	(a) & (b)	Burma		52·37	79·80	53,89	59,59	20,56	25,41	33,33	34,18	47,80	38,45	1,298	1,339	3·68	2·87
3	(b) & (c)	Eastern Bengal		69·11	53·94	34,44	27,87	13,55	10,91	20,89	16,96	23,67	22,79	887	860	2·67	2·65
7	(c)	Hyderabad-Godavari Valley.		54·80	59·61	9·57	8,13	4,05	4,08	5,52	4,05	6,00	6,13	304	297	1·97	2·06
18	(a) to (d)	Jodhpur-Bikaner		66·54	46·44	12,31	7,88	5,14	3,54	7,17	4,34	8,73	8,87	364	384	2·40	2·31
6	(c) to (l)	Madras and Southern Mahratta.		55·29	66·52	47,23	46,60	15,78	17,47	31,45	29,13	32,06	29,26	1,140	1,178	2·81	2·48
10	(d)	Nilgiri		79·97	94·05	1,68	1,84	1,00	1,10	68	74	1,06	96	28	29	3·76	3·26
2	(h) to (n)	Rajputana-Malwa		55·82	58·79	75,29	66,26	28,53	30,10	44,76	36,16	51,44	94,19	2,171	1,964	2·37	2·50
20	(a) & (b)	Rohilkund and Kumaon.		44·64	57·03	7,70	7,60	2,84	3,35	4,86	4,25	6,97	6,50	229	223	3·04	2·92
10	(f)	Shoranur-Cochin		48·92	50·09	1,33	1,19	68	60	65	59	1,68	1,39	71	72	2·36	1·94
10	(b),(c), (e) & (g) to (i)	South Indian		49·80	53·10	40,57	41,20	21,38	21,20	19,19	20,00	49,34	47,48	1,459	1,443	3·38	3·29
21	(a)	Udaipur-Chitorgarh		45·39	52·85	60	54	39	40	21	14	82	67	17	19	4·74	3·49
		2′ 6″ Gauge.															
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		75·41	99·55	5,00	5,07	1,88	2,02	3,12	3,05	2,78	2,33	114	130	2·43	1·79
8	(h)	Kalka-Simla		60·16	88·39	2,64	4,67	2,07	1,91	1,57	2,76	2,34	2,93	48	53	4·82	5·56
8	(i) & (j)	Kohat-Thal and Nowshera-Durgai.		195·35	153·82	2,93	2,41	1,35	1,37	1,58	1,04	99	1,13	87	101	1·13	1·11
10	(j)	Morappur-Dharmapuri		130·43	105·96	24	22	19	16	5	6	14	15	17	15	0 83	0·96
1	(f)	Purulia-Ranchi		38·45	52·49	71	80	39	51	32	29	1,14	89	28	36	4·14	2·47
1	(g)	Raipur-Dhamtari		62·04	67·99	43	32	14	17	29	15	36	31	16	19	2·32	1·59
10	(k)	Tirupattur-Krishnagiri.		100·38	98·51	20	26	13	16	7	10	11	17	14	11	0·78	1·46

IX 11—*contd.*

REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

24	25	26	27	28	29	30	31	32	Number.

TRAFFIC.

UNITS AND UNIT-MILEAGE—

Number of units carried one mile (*in thousands*).										Average sum received for carrying a unit one mile.						Main head.
1st class. *Unit-miles.*		2nd class. *Unit-miles.*		3rd or inter. class. *Unit-miles.*		4th or lowest class. *Unit-miles.*		Total passenger unit mileage. *Unit-miles.*		Other coaching traffic. *Ton-miles.*		1st class. *Pies.*		2nd class. *Pies.*		3rd or inter. class. *Pies.*		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,991	1,697	4,370	4,664	9,335	7,752	333,042	276,030	348,738	290,143	2,141	1,904	12·97	12·94	57	6·55	3·14	3·12	1
2,145	1,712	14,341	11,713	11,591	11,731	302,884	311,758	330,911	336,914	3,565	4,063	10·29	10·40	4·63	5·12	3·00	3·00	2
1,314	1,192	2,691	2,535	14,999	16,201	184,657	170,425	203,661	190,353	1,139	1,332	12·95	12·45	7·04	7·21	3·01	2·92	3
5,782	6,244	11,515	15,959	56,156	63,954	835,369	801,392	908,822	887,549	9,958	9,955	14·25	12·94	6·91	5·90	3·23	3·10	4
8,662	10,155	23,180	25,851	51,175*	51,060*	557,222	575,628	640,239	662,094	9,311	9,275	10·88	10·82	5·17	5·16	2·96*	2·96*	5
2,025	1,787	7,860	6,960	1,056	1,107	249,801	247,306	260,742	257,160	2,749	2,438	13·26	13·07	4·32	4·83	4·46	4·44	6
317	299	2,224	2,158	4,710*	4,784*	38,790	38,706	46,041	45,947	453	390	15·69	15·17	5·00	4·94	2·45*	2·47*	7
5,041	5,879	15,269	19,198	60,506	64,894	831,936	813,154	912,752	903,125	6,559	9,347	11·11	10·49	5·00	4·69	3·01	3·01	8
1,972	1,761	5,424	5,805	23,532	22,639	265,992	221,322	296,920	251,527	1,726	1,672	11·87	12·24	5·39	5·50	3·04	3·04	9
761	695	3,082	2,626	...	...	86,397	80,869	90,240	84,190	718	765	11·78	11·59	5·14	5·31	...	...	10
419	424	666	759	540	679	71,168	51,014	72,798	52,876	508	505	15·15	15·29	7·45	7·20	3·94	3·83	11
477	443	1,431	1,620	5,029	5,602	343,595	297,432	350,532	305,097	1,139	995	12·26	12·39	5·93	5·66	3·10	3·16	12
214	175	1,215	1,166	1,408	1,322	51,629	46,054	54,466	48,717	295	226	12 00	12·00	6·00	6·00	4·00	4·00	14
1,883	1,704	3,890	3,784	...	...	270,378	212,535	276,151	218,023	1,300	1,321	15·62	15·59	8·22	8·01	...	...	15
941	765	2,405	2,500	14,791	16,267	136,162	131,912	154,299	151,444	789	785	12·96	15·56	6·66	6·39	2·89	2·94	3
218	258	1,823	1,917	...	...	47,295	47,960	49,330	50,135	210	251	11·83	11·60	5·04	5·07	...	...	7
284	256	776	856	2,260	2,615	67,443	66,160	70,763	69,887	368	616	13·99	13·74	6·64	6·76	2·84	2·87	18
1,068	1,216	3,650	3,986	...	...	249,819	224,913	254,537	230,115	1,426	1,326	15·14	12·85	6·62	6·09	...	...	6
88	70	141	116	...	...	1,661	1,554	1,890	1,740	20	17	42·61	40·47	20·39	19·70	...	...	10
1,522	1,169	4,681	4,602	10,432	9,067	405,475	389,268	422,110	404,106	3,189	3,421	11·97	11·92	5·60	5·07	2·99	2·98	2
202	206	969	902	599	584	49,037	44,250	50,807	45,942	192	186	24·68	25·71	9·22	9·41	4·47	4·42	20
61	56	373	289	...	...	11,436	9,251	11,870	9,596	31	30	11·87	11·42	5·25	5·60	...	...	10
1,040	1,241	6,916	7,271	...	...	429,419	405,115	437,375	413,627	1,097	1,507	11·31	10·97	5·00	5·18	...	...	10
46	25	72	50	82	35	6,470	5,528	6,670	5,638	32	22	17·99	17·85	9·00	8·97	3·00	3·00	21
59	56	167	157	126	148	23,287	19,250	23,639	19,611	96	90	15·62	15·40	7·32	6·79	4·25	3·86	1
129	174	250	312	...	...	1,908	2,322	2,237	2,808	55	69	56·12	56·41	26·05	26·62	...	...	8
37	45	89	106	197	288	7,929	8,258	7,652	8,697	19	21	11·59	11·71	5·80	5·77	3·00	3·00	8
1	1	9	16	...	...	1,028	1,064	1,038	1,081	2	2	12·00	12·05	5·94	4·87	...	...	10
30	33	107	127	134	185	6,075	4,526	6,346	4,871	42	35	14·57	14·57	7·43	7·24	4·47	3·89	1
5	4	9	16	25	22	2,125	1,773	2,164	1,815	8	6	15·08	14·07	7·28	7·30	4·50	4·48	1
1	1	22	18	...	...	801	1,168	824	1,187	4	4	12·00	11·05	2·82	5·92	...	...	10

* Third class by mail.

APPEN

[APPENDIX 18 IN THE

Analysis of working of each railway system

[Note.—Railways not shown do not

CLASSIFICATION No. OF RY. (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Serial number.	33		34		35		36		37		38		39	
				COACHING													
				UNITS AND UNIT-													
				Average sum received for carrying a unit one mile—*concluded.*						Average number of units in a							
Main head.	Sub-head.			4th or lowest class. *Pies.*		Average for all classes. *Pies.*		Other coaching traffic per ton-mile. *Pies.*		1st class. *No.*		2nd class. *No.*		3rd or intermediate class. *No.*		4th or lowest class. *No.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.															
1	(*a*)	Bengal-Nagpur. .		2·40	2·40	2·53	2·54	39·57	39·69	1·35	1·14	2·97	3·14	6·34	5·21	226·12	185·58
2	(*a*) to (*y*)	Bombay, Baroda and Central India.		2·11	2·15	2·30	2·32	29·72	27·84	1·44	1·11	9·65	7·63	7·80	7·64	203·78	202·95
3	(*a*)	Eastern Bengal. .		2·46	2·46	2·63	2·63	46·77	47·68	1·13	0·97	2·31	2·07	12·88	13·22	158·63	139·13
4	(*a*) to (*d*)	East Indian . .		2·22	2·20	2·42	2·41	29·75	30·89	1·25	1·39	2·49	3·57	12·12	14·28	180·32	178·97
5	(*a*) to (*g*)	Great Indian Peninsula.		2·16	2·10	2·45	2·42	34·81	36·62	1·91	2·15	5·11	5·49	11·28*	10·84*	122·83	122·17
6	(*a*) & (*b*)	Madras and Southern Mahratta.		2·25	2·24	2·41	2·40	36·41	37·26	1·66	1·43	6·43	5·59	0·87	0·89	204·48	198·43
7	(*a*) & (*b*)	Nizam's Guaranteed State.		1·99	1·99	2·28	2·27	35·54	35·22	0·93	0·76	6·47	5·50	...	...	126·56	110·86
8	(*a*) to (*g*)	North Western .		2·26	2·26	2·41	2·42	34·11	32·81	1·03	1·19	3·11	3·89	12·34	13·16	169·68	164·91
9	(*a*) & (*b*)	Oudh and Rohilkhand		2·46	2·44	2·62	2·63	41·19	41·45	1·58	1·30	4·34	4·28	18·85	16·71	213·05	165·31
10	(*a*)	South Indian . .		2·09	2·13	2·28	2·31	37·33	36·00	1·59	1·44	6·43	5·42	...	...	180·31	166·87
		3′ 3¾″ GAUGE.															
11	(*a*)	Assam-Bengal . .		2·75	2·89	2·87	3·07	42·70	42·65	1·11	1·18	1·77	2·11	1·43	1·88	189·05	141·69
12	(*a*) & (*b*)	Bengal and North-Western.		1·99	1·99	2·04	2·05	37·45	39·05	0·31	0·30	0·94	1·08	3·28	3·76	224·33	199·53
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		2·75	2·75	2·89	2·90	47·45	47·50	0·57	0·54	3·25	3·55	3·76	4·03	138·03	140·28
15	(*a*) & (*b*)	Burma . . .		2·99	2·99	3·15	3·18	36·23	34·56	1·45	1·27	3·00	2·83	...	...	208·34	158·75
3	(*b*) & (*c*)	Eastern Bengal .		2·50	2·47	2·67	2·65	54·14	46·25	1·06	0·89	2·71	2·91	16·67	18·91	153·47	150·36
7	(*c*)	Hyderabad-Godavari Valley.		2·00	1·97	2·15	2·14	43·04	42·13	0·55	0·73	4·76	5·40	...	...	123·60	135·14
18	(*a*) to (*d*)	Jodhpur-Bikaner .		2·03	2·04	2·15	2·18	41·72	29·57	0·78	0·67	2·13	2·23	6·22	6·80	185·50	172·14
6	(*c*) to (*l*)	Madras and Southern Mahratta.		2·05	2·06	2·17	2·18	44·68	44·65	0·94	1·03	3·20	3·39	...	...	219·14	190·88
10	(*d*)	Nilgiri . . .		4·71	5·17	7·64	7·56	300·54	303·81	3·12	2·38	5·00	3·95	...	...	58·93	52·77
2	(*h*) to (*n*)	Rajputana-Malwa .		2·01	2·01	2·11	2·10	30·35	27·84	0·70	0·60	2·16	2·34	4·80	4·62	186·79	198·19
20	(*a*) & (*b*)	Rohilkund and Kumaon.		2·17	2·18	2·42	2·45	56·51	65·18	0·88	0·93	4·22	4·05	2·62	2·63	213·67	198·76
10	(*f*)	Shoranur-Cochin .		2·45	2·49	2·59	2·63	50·28	49·90	0·86	0·78	5·25	4·02	...	...	160·86	128·80
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		1·97	1·98	2·04	2·07	50·13	37·52	0·71	0·86	4·74	5·04	...	...	294·27	260·82
21	(*a*)	Udaipur-Chitorgarh .		1·99	1·99	2·19	2·13	34·32	39·76	2·63	1·32	4·14	2·57	4·75	1·79	374·36	286·63
		2′ 6″ GAUGE.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		2·00	2·00	2·08	2·09	42·79	41·87	0·52	0·43	1·46	1·21	1·10	1·14	203·50	148·02
8	(*h*)	Kalka-Simla . .		10·50	10·50	14·78	15·16	200·54	119·95	2·67	3·29	5·16	5·92	...	...	39·35	44·00
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		2·25	2·25	2·36	2·37	50·23	49·59	0·42	0·44	1·03	1·05	2·26	2·84	84·11	81·42
10	(*j*)	Morappur-Dharmapuri		2·43	2·50	2·47	2·54	57·96	58·72	0·04	0·06	0·56	1·07	...	...	61·81	69·11
1	(*f*)	Purulia-Ranchi . .		3·00	3·00	3·16	3·22	43·13	42·99	1·08	0·92	3·90	3·51	4·88	5·12	220·74	125·14
1	(*g*)	Raipur-Dhamtari .		3·00	3·00	3·06	3·08	43·35	43·62	0·29	0·19	0·60	0·85	1·57	1·16	135·21	92·19
10	(*k*)	Tirupattur-Krishnagiri.		2·37	2·49	2·39	2·55	44·00	42·85	0·03	0·08	1·56	1·60	...	...	55·84	101·75

* Third class by mail.

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during each half of the calendar year 1909.

prepare these statistics.]

40	41	42	43	44	45	46	47	48	NUMBER.

TRAFFIC—*continued.*

MILEAGE—*concld.*		VEHICLES AND VEHICLE MILEAGE.														
train—		Number of coaching vehicles hauled one mile (in thousands).														
Total passenger units.		Other coaching traffic.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.		Brake-van.		Total.		Main head.
No.		*Tons.*		*Vehicle miles.*		*Vehicle miles.*		*Vehicle miles.*		*Vehicle miles.*		*Vehicle miles.*		*Vehicle miles.*		*Vehicle miles.*		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
236·78	195·07	1·45	1·28	1,800	1,791	1,687	1,716	1,073	1,177	14,680	14,586	1,161	1,077	2,463	2,306	22,864	22,653	1
222·67	219·33	2·49	2·64	1,049	978	2,667	2,755	960	971	12,974	13,480	2,281	2,364	1,864	1,925	21,795	22,473	2
174·95	155·39	0·98	1·08	1,271	1,526	1,197	1,530	2,313	2,631	8,724	12,029	1,747	2,078	1,168	1,394	16,420	21,238	3
196·18	198·21	2·15	2·22	5,480	5,585	6,772	7,109	8,667	9,803	42,667	42,340	4,836	4,704	6,875	6,527	75,297	76,068	4
141·13	140·65	2·05	1·97	7,117	7,437	6,773	7,084	*3,696	4,235*	29,895	31,171	7,339	6,902	7,443	7,464	62,263	64,293	5
213·44	206·34	2·25	1·96	11,138	1,192	1,338	1,380	179	314	9,246	9,601	1,539	1,368	2,509	2,573	15,949	16,628	6
133·96	117·12	1·32	0·99	393	412	483	520	...	...	1,850	2,082	266	221	530	623	3,542	3,858	7
186·16	183·15	1·34	1·90	5,276	5,361	5,326	5,593	6,521	6,174	40,777	41,727	4,607	5,480	6,717	6,621	69,224	70,956	8
237·82	185·60	1·38	1·23	1,623	1,717	1,419	1,522	2,453	2,665	9,029	9,414	1,340	1,347	1,878	2,127	17,742	18,792	9
189·33	173·73	1·50	1·58	459	449	664	598	...	...	2,633	2,876	383	390	797	787	4,936	5,100	10
193·36	146·86	1·35	1·40	617	555	600	545	227	246	4,742	4,524	547	500	404	394	7,137	6,764	11
228·86	204·67	0·74	0·67	2,817	2,886	2,544	2,602	2,619	2,620	26,355	27,176	489	447	3,790	3,682	38,614	39,420	12
145·61	148·40	0·79	0·69	489	437	585	552	430	382	3,269	3,004	143	147	698	629	5,614	5,151	14
212·79	162·85	1·00	0·99	1,768	1,807	2,075	2,092	...	...	20,567	20,353	1,278	1,365	1,793	1,827	27,481	27,444	15
173·91	176·07	0·89	0·91	1,149	1,053	880	770	1,770	1,966	9,413	10,317	1,540	1,740	1,027	958	15,779	16,804	3
128·91	141·27	0·55	0·71	566	469	634	510	...	...	2,960	2,948	200	199	505	480	4,865	4,606	7
194·63	181·84	1·01	1·60	399	429	397	423	554	581	4,651	4,853	408	472	129	274	6,538	7,032	18
223·28	195·30	1·25	1·13	1,530	1,877	1,620	1,935	...	...	14,340	14,394	1,405	1,544	1,818	1,764	20,713	21,514	6
67·05	59·10	0·69	0·59	38	44	10	7	...	...	89	85	32	33	10	10	179	179	10
194·45	205·75	1·47	1·74	2,742	2,686	2,717	2,630	1,487	1,199	26,414	26,120	2,146	2,045	5,327	5,293	40,793	39,973	2
221·39	206·37	0·84	0·84	400	440	363	409	200	185	3,086	2,902	168	181	618	674	4,835	4,791	20
166·97	183·60	0·43	0·42	84	76	83	75	...	...	534	463	28	31	142	143	871	788	10
299·72	236·72	0·75	1·04	1,805	1,780	1,714	1,780	...	...	20,058	19,952	2,296	2,350	789	767	26,692	26,629	10
385·88	292·31	1·86	1·16	30	31	26	24	16	15	311	282	11	12	53	53	447	417	21
206·58	150·80	0·84	0·69	154	149	154	147	162	234	2,121	1,995	305	306	99	88	2,995	2,919	1
47·18	53·21	1·14	1·30	77	92	70	82	...	...	202	205	150	23	...	49	499	451	8
87·82	85·75	0·21	0·20	42	52	36	52	48	55	536	546	70	88	50	41	782	834	8
62·41	70·24	0·11	0·11	21	21	20	21	...	...	144	130	14	22	5	8	204	202	10
230·60	134·69	1·54	0·95	51	64	62	98	40	55	446	408	123	115	24	21	746	761	1
137·67	94·39	0·54	0·32	12	13	12	14	...	...	160	173	6	9	20	25	210	234	1
57·43	103·43	0·26	0·39	21	19	22	19	...	...	121	116	23	25	8	7	195	186	10

* Third class by mail.

APPEN

[APPENDIX 18 IN THE

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Ry. (Detailed in "Index" to Appendix 9). Main head.	Sub-head.	Railway system.	Serial number.	49	50	51	52	53	54	55
				COACHING						
				VEHICLES AND VEHICLE						
				Average number of vehicles in a coaching train.						
				1st class. No.	2nd class. No.	3rd or intermediate class. No.	4th or lowest class. No.	Other vehicles. No.	Brake vans. No.	Total. No.
				1909.	1909.	1909.	1909.	1909.	1909.	1909.
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.																	
1	(a)	Bengal-Nagpur		1·22	1·21	1·14	1·15	0·73	0·79	9·97	9·81	0·79	0 72	1·67	1·55	15·52	15·23
2	(a) to (g)	Bombay, Baroda and Central India.		0·71	0·64	1·79	1·79	0·65	0·63	8·73	8·78	1·54	1·54	1·25	1·25	14 67	14·63
3	(a)	Eastern Bengal		1 09	1·25	1·03	1·25	1·99	2·19	7·50	9·82	1·50	1·69	1·00	1·14	14·11	17·34
4	(a) to (d)	East Indian		1·18	1·25	1·46	1·59	1·87	2·19	9 21	9·45	1·04	1·05	1·49	1·46	16·25	16·99
5	(a) to (g)	Great Indian Peninsula.		1·57	1·58	1·49	1·50	*0·81	*0·90	6·59	6·62	1·62	1·47	1·64	1·58	13·72	13·65
6	(a) & (b)	Madras and Southern Mahratta.		0·93	0·96	1·10	1·11	0·15	0·25	7·57	7·86	1·26	1·10	2·05	2·06	13·06	13·34
7	(a) & (b)	Nizam's Guaranteed State.		1·14	1·05	1·41	1·33	...	...	5·38	5·30	0·78	0·56	1·60	1·59	10·31	9·83
8	(a) to (g)	North Western		1.08	1·09	1·09	1·14	1·33	1·25	8·31	8·46	0·94	1·11	1·37	1·34	14·12	14·39
	(a) & (b)	Oudh and Rohilkhand		1·30	1·27	1·14	1·12	1·96	1·97	7·23	6·95	1·07	0·99	1·51	1·57	14·21	13·87
10	(a)	South Indian		0 96	0·93	1 39	1·23	...	...	5·49	5·93	0·80	0·81	1·66	1·62	10·30	10·52
		3′ 3⅜″ GAUGE.																	
11	(a)	Assam-Bengal		1·64	1·54	1·60	1·51	0·60	0·69	12·60	12·57	1·45	1·39	1·07	1·09	18·96	18·79
12	(a) & (b)	Bengal and North-Western.		1·84	1·94	1·66	1·74	1·71	1·76	17·21	18·23	0·32	0·30	2·47	2·47	25·21	26·44
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar.		1 31	1·33	1·56	1·68	1·15	1·16	8·74	9·15	0·38	0·45	1 87	1·92	15·01	15·69
15	(a) & (b)	Burma		1·36	1·35	1·60	1·56	...	...	15·85	15·20	0·99	1·02	1·38	1·36	21·18	20·49
8	(b) & (c)	Eastern Bengal		1·29	1·22	0·99	0·90	1·99	2·38	10·61	12·00	1·74	2·02	1·16	1·12	17·78	19 54
7	(c)	Hyderabad-Godavari Valley.		1·48	1·32	1·66	1·44	...	...	7·73	8·31	0·52	0·56	1·32	1·35	12·71	12·98
18	(a) to (d)	Jodhpur-Bikaner		1·10	1·12	1·09	1·10	1·52	1·51	12·79	12·63	1·12	1·23	0·36	0·71	17·98	18·30
6	(c) to (l)	Madras and Southern Mahratta.		1·34	1·59	1·42	1·64	...	...	12·58	12·22	1·23	1·31	1·60	1·50	18·17	18·26
10	(d)	Nilgiri		1·35	1·49	0·35	0·24	...	...	3·17	2·90	1·11	1·13	0·36	0·33	6·34	6·09
2	(h) to (n)	Rajputana-Malwa		1·26	1·37	1·25	1·34	0·69	0·61	12·17	13·30	0·97	1·04	2·45	2·69	18·79	20·35
20	(a) & (b)	Rohilkund and Kumaon.		1·75	1·98	1·58	1·84	0·87	0·83	13·45	13·03	0 73	0·81	2·69	3·03	21·07	21·52
10	(f)	Shoranur-Cochin		1·19	1·06	1·16	1·04	...	...	7·51	6·45	0·39	0·43	2·00	2·00	12·25	10·98
10	(b), (c), (e) & (g) to (i)	South Indian		1·24	1·23	1·20	1·24	...	...	13·74	13·83	1·57	1·63	0·54	0·53	18·29	18·46
21	(a)	Udaipur-Chitorgarh		1·75	1·67	1·49	1·23	0·95	0·75	17·97	14·65	0·62	0·63	3·07	2·72	25·85	21·65
		2′ 6″ GAUGE.																	
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		1·35	1·14	1·34	1·13	1·42	1·80	18·53	15·34	2·66	2·36	0·87	0·68	26·17	22·45
8	(h)	Kalka-Simla		1·60	1·74	1·41	1·56	...	...	4·16	3·88	†3·10	0·44	...	0·92	10·30	8·54
8	(i) & (j)	Kohat-Thal and Nowshera-Durgai.		0·49	0·52	0·41	0 51	0·55	0·54	6·15	5·37	0·80	0·87	0·58	0·41	8·98	8·22
10	(j)	Morappur-Dharmapuri		1·24	1·34	1·24	1·34	...	...	8·64	8·47	0·82	1·43	0·33	0·52	12·27	13·10
1	(f)	Purulia-Ranchi		1·85	1·78	2·27	2·70	1·44	1·51	16·22	11·29	4·48	3·19	0·86	0·58	27·12	21·05
1	(g)	Raipur-Dhamtari		0·76	0·70	0·76	0·70	...	...	10·17	8·99	0·39	0·45	1·27	1·32	13·35	12·16
10	(k)	Tirupattur-Krishnagiri.		1·51	1·66	1·51	1·67	...	...	8·44	10·11	1·63	2·16	0·54	0·65	13·63	16·25

* Third class by mail. †Including brake-vans.

DIX 11—*contd.*

REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

56	57	58	59	60	61	62	63	64	NUMBER.

TRAFFIC—*contd.*

MILEAGE—*contd.*

Average earnings per coaching vehicle per mile.										Carrying capacity hauled one mile (excluding brakes)—(in thousands.)								Main head.
1st class. *Pies.*		2nd class. *Pies.*		3rd or intermediate class. *Pies.*		4th or lowest class. *Pies.*		Other vehicles. *Pies.*		1st class. *Seats.*		2nd class. *Seats.*		3rd or intermediate class. *Seats.*		4th or lowest class. *Seats.*		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
14·35	12·2	17·02	17·81	27·36	20·54	54·38	45·33	72·99	70·14	23,330	23,297	33,024	33,795	39,868	41,743	750,899	764,855	1
21·06	18·20	24·90	21·76	36·19	36·21	49·04	49·70	46·44	47·85	25,392	23,881	85,342	88,165	42,279	45,477	692,799	718,392	2
13·38	9·72	15·82	11·94	19·53	17·65	52·13	34·86	30·47	30·57	25,921	33,003	27,528	35,886	103,090	125,112	456,643	641,334	3
15·03	14·46	11·75	13·24	20·92	20·19	43·45	41·71	61·25	65·37	92,794	96,438	170,906	178,683	389,313	390,023	2,294,246	2,268,588	4
13·24	14·78	17·70	18·83	*41·04	35·72*	40·29	38·70	44·16	49·21	100,965	107,567	193,498	204,191	*210,136	238,588*	1,563,594	1,662,941	5
23·61	19·60	25·40	24·37	26·33	15·64	60·75	56·56	65·04	66·38	12,138	12,808	21,407	21,455	6,969	12,246	516,681	540,566	6
12·67	11·00	23·02	20·52	...	...	48·01	42·71	60·53	62·22	5,224	5,543	12,566	13,783	...	...	105,333	118,487	7
10·99	11·50	14·33	16·11	27·98	31·60	46·07	44·11	48·57	55·97	96,083	99,392	107,670	114,299	254,355	236,739	2,141,736	2,186,550	8
14·42	12·55	20·58	20·97	29·13	25·84	72·44	57·32	53·05	51·46	32,023	35,719	27,697	31,386	73,045	75,430	468,912	490,153	9
19·52	19·92	23·85	23·34	...	...	68·72	59·83	70·04	70·59	3,942	3,871	12,170	10,586	...	...	154,335	168,888	10
10·34	11·69	8·26	10·02	9·40	10·57	41·22	32·63	39·66	43·04	7,179	6,400	7,004	6,325	4,437	4,932	165,157	157,202	11
2·08	1·90	3·34	3·52	5·95	6·76	25·99	21·78	87·16	86·97	25,210	25,591	32,219	32,151	55,855	55,268	724,703	763,525	12
5·26	4·83	12·46	12·68	13·08	13·85	43·43	42·16	98·03	72·72	3,116	2,718	5,460	5,155	7,277	6,719	89,953	82,738	14
16·64	14·71	15·40	14·48	...	...	39·35	31·24	36·85	33·43	17,448	17,446	35,207	35,285	...	...	597,582	589,596	15
10·61	11·30	18·20	20·76	24·14	24·34	36·20	31·55	27·75	20·86	11,464	11,674	10,407	9,149	33,791	36,742	279,211	303,051	3
4·43	6·38	14·50	19·06	...	...	31·92	32·03	45·30	53·13	6,326	5,257	10,317	8,435	...	...	100,359	106,215	7
9·94	8·22	12·97	13·67	11·60	12·91	29·41	27·87	37·66	33·60	4,779	5,067	4,836	5,161	14,173	14,854	150,828	161,746	18
10·57	8·32	14·92	12·56	...	...	35·66	32·15	45·34	38·33	12,414	17,102	19,947	19,708	...	...	445,250	440,767	6
98·59	64·54	288·46	324·47	...	...	87·68	94·07	187·70	157·74	511	588	195	138	...	...	1,886	1,855	10
6·64	5·19	9·65	9·92	20·96	22·57	30·86	29·94	46·01	46·56	27,146	26,969	32,698	31,557	37,855	30,578	896,304	886,467	2
12·44	12·04	24·64	20·78	13·39	13·95	31·45	33·19	64·66	67·17	2,383	2,540	2,746	3,067	2,934	1,861	97,603	87,662	20
8·59	8·38	23·72	21·63	...	...	52·43	49·69	55·92	48·98	667	604	662	599	...	...	18,164	15,747	10
6·52	7·64	19·84	21·15	...	...	42·18	40·28	23·96	24·07	16,167	21,675	19,206	20,522	...	...	646,591	597,251	10
27·03	14·61	25·07	18·23	14·91	7·12	41·55	39·01	103·41	72·63	342	370	308	285	396	350	9,050	8,202	21
6·00	5·81	7·93	7·29	3·30	2·44	21·95	19·29	13·54	12·28	1,233	1,127	1,233	1,320	2,559	3,702	55,151	50,093	1
93·70	106·84	93·30	101·41	...	...	99·31	119·05	73·37	597·60	867	993	910	976	...	...	4,740	4,810	8
10·06	10·07	14·34	11·86	12·30	15·64	30·78	34·03	13·39	11·60	556	589	506	726	1,249	1,435	12,587	13,404	8
0·39	0·51	2·71	3·87	...	...	17·37	20·40	7·53	4·33	164	165	247	248	...	...	2,381	2,167	10
8·50	7·54	12·78	9·40	15·20	13·19	40·82	33·24	14·87	12·88	511	652	642	1,018	830	1,145	8,792	8,743	1
5·83	3·70	5·83	8·82	...	...	40·53	31·36	59·47	31·56	142	162	142	163	...	...	5,205	5,652	1
0·30	0·55	2·91	5·71	...	...	15·70	25·08	7·06	7·68	173	153	259	229	...	...	3,015	1,932	18

* Third class by mail.

APPEN

[APPENDIX 18 IN THE

Analysis of working of each railway system

[Note.—Railways not shown do not

CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9).			Serial number.	65	66	67	68	69	70	71
										COACHING
				VEHICLES AND VEHICLE MILEAGE—*concluded.*						WEIGHT
Main head.	Sub-head.	Railway system.		Carrying capacity hauled one mile (excluding brakes)—(in thousands). —*concld.*	Percentage of freight upon capacity hauled—					Gross ton—
				Other vehicles.	1st class.	2nd class.	3rd or intermediate class.	4th or lowest class.	Other vehicles.	Freight.
				Tons.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Ton-miles.*
				1909.	1909.	1909.	1909.	1909.	1909.	1909.
				1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.
		5′ 6″ GAUGE.								
1	(*a*)	Bengal-Nagpur . .		9,750 9,112	8·54 7·28	13·23 13·80	23·41 17·33	44·35 36·09	21·96 20·89	23,232 19,474
2	(*a*) to (*g*)	Bombay, Baroda and Central India . .		11,613 11,914	8·44 7·17	16·80 13·28	27·41 25·80	43·71 43·40	30·70 34·10	23,792 24,580
3	(*a*)	Eastern Bengal .		17,509 20,787	5·07 3·61	9·78 7·06	14·55 12·95	40·44 26·57	6·50 6·41	13,346 12,852
4	(*a*) to (*d*)	East Indian . .		41,483 38,801	6·23 6·47	6·74 8·93	14·42 16·40	36·41 35·33	24·01 25·66	64,949 63,777
5	(*a*) to (*g*)	Great Indian Peninsula.		37,918 35,620	8·58 9·44	11·98 12·66	*24·35 21·40*	35·64 34·61	24·56 26·04	48,535 49,960
6	(*a*) & (*b*)	Madras and Southern Mahratta.		10,957 8,155	16·69 13·95	36·72 32·44	15·15 9·04	48·35 45·75	25·09 29·89	18,632 18,078
7	(*a*) & (*b*)	Nizam's Guaranteed State.		3,026 2,783	6·07 5·39	17·70 15·66	... ...	41·34 36·70	14·97 14·02	3,272 3,202
8	(*a*) to (*g*)	North Western . .		80,647 74,043	5·25 5·92	14·18 16·80	23·79 23·19	38·84 37·19	8·13 12·62	61,831 64,154
9	(*a*) & (*b*)	Oudh and Rohilkhand.		27,569 28,658	6·16 4·93	19·58 18·50	32·22 30·01	56·73 45·15	6·26 5·83	19,728 16,950
10	(*a*)	South Indian . .		1,701 1,727	19·30 17·95	25·32 24·81	... ...	55·98 47·88	42·24 44·31	6,592 6,544
		3′ 3⅜″ GAUGE.								
11	(*a*)	Assam-Bengal . .		1,581 1,480	5·83 6·63	9·51 12·00	12·18 13·76	43·09 32·45	32·14 34·13	4,906 3,710
12	(*a*) & (*b*)	Bengal and North-Western.		1,194 1,079	1·89 1·73	4·44 5·04	9·00 10·14	47·41 39·47	95·40 92·29	22,219 19,341
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		556 573	6·87 6·46	22·25 22·62	19·35 19·67	57·40 55·66	53·11 39·36	3,596 3,179
15	(*a*) & (*b*)	Burma . . .		3,509 3,760	10·79 9·77	11·05 10·72	... ...	45·25 36·05	37·05 35·12	18,022 14,546
3	(*b*) & (*c*)	Eastern Bengal .		10,063 10,325	8·20 6·55	23·11 27·33	43·77 44·27	48·77 48·53	7·84 7·60	10,048 9,952
7	(*c*)	Hyderabad-Godavari Valley.		877 823	3·35 4·91	17·67 22·73	... ...	44·47 45·15	23·97 30·47	3,215 3,307
18	(*a*) to (*d*)	Jodhpur-Bikaner .		5,764 7,239	5·94 5·06	16·06 16·57	15·95 17·61	44·72 40·90	6·38 8·51	4,640 4,837
6	(*c*) to (*l*)	Madras and Southern Mahratta.		3,872 3,827	8·61 7·11	18·30 20·23	... ...	56·11 51·03	36·84 34·64	16,814 15,261
10	(*d*)	Nilgiri . . .		135 146	17·17 11·91	72·30 84·18	... ...	88·09 83·79	14·50 11·81	139 127
2	(*h*) to (*n*)	Rajputana-Malwa .		11,014 10,522	3·61 4·33	14·35 14·58	27·55 29·65	45·24 43·91	28·96 32·52	28,671 27,806
20	(*a*) & (*b*)	Rohilkund and Kumaon.		360 377	2·47 8·12	35·28 29·42	20·44 31·39	50·24 50·48	53·45 49·42	3,268 2,969
10	(*f*)	Shoranur-Cochin .		80 90	9·14 9·27	56·34 48·17	... ...	62·96 58·75	38·51 33·48	753 614
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		6,412 6,695	6·43 5·72	36·01 35·43	... ...	66·41 67·83	17·11 22·51	27,520 26,680
21	(*a*)	Udaipur-Chitorgarh .		43 49	13·33 6·88	23·21 17·38	20·71 9·88	71·49 67·39	75·31 45·66	436 363
		2′ 6″ GAUGE.								
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		646 587	4·82 4·98	13·55 11·94	4·91 3·99	42·22 38·43	14·92 15·32	1,520 1,272
8	(*h*)	Kalka-Simla . .		697 173	14·91 17·51	27·49 32·00	... ...	40·25 48·27	7·69 39·85	202 250
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		207 377	6·62 7·63	17·66 14·68	15·77 20·01	58·22 61·61	8·98 5·45	481 546
10	(*j*)	Morappur-Dharmapuri		25 40	0·40 0·53	3·80 6·62	... ...	43·16 49·08	7·22 4·09	64 67
1	(*f*)	Purulia-Ranchi .		239 196	5·83 5·11	16·71 12·46	16·19 16·15	69·10 51·76	17·73 17·58	427 331
1	(*g*)	Raipur-Dhamtari .		7 10	3·22 2·19	6·67 10·07	... ...	41·30 31·77	123·45 65·12	139 116
10	(*k*)	Tirupattur-Krishnagiri.		42 45	0·31 0·63	8·62 8·03	... ...	39·73 60·43	8·92 9·96	54 76

* 3rd class by mail.

DIX 11—*contd.*

REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

72	73	74	75	76	77	78	79	80	NUMBER.

TRAFFIC—*continued.*

OF TRAIN AND TON-MILEAGE.										COST OF WORKING AND PROFITS—								
mileage of all coaching trains. (in thousands)—				Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching unit one mile.				Main head.
Dead-weight.		Total.		Freight.		Dead-weight.		Total.						Per passenger unit.		Other traffic per ton.		
Ton-miles.		*Ton-miles.*		*Tons.*		*Tons.*		*Tons.*		*Rs.*		*Pies.*		*Pies.*		*Pies.*		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
371,923	383,236	395,155	402,710	15·77	13·09	252·52	257·67	268·29	270·76	1·31	1·36	18·14	19·10	1·01	1·27	9·07	10·00	1
377,647	394,825	401,439	419,405	16·01	16·00	254·12	257·03	270·13	273·03	1·61	1·82	23·01	26·11	1·24	1·43	13·15	13·69	2
283,622	344,323	296,968	357,175	11·46	10·49	243·64	281·09	255·10	291·58	2·17	1·61	31·86	19·12	2·06	1·83	58·81	22·90	3
1,421,334	1,435,866	1,486,283	1,499,643	14·02	14·24	306·81	320·66	320·83	334·90	1·15	1·17	14·92	14·46	1·04	1·06	7·35	6·90	4
1,186,696	1,261,464	1,235,231	1,311,424	10·70	10·60	261·58	267·74	272·28	278·34	1·51	1·62	24·07	25·80	1·81	1·97	17·28	17·49	5
238,287	305,107	256,919	323,185	15·25	14·51	195·06	244·81	210·31	259·32	1·75	1·65	30·46	28·11	1·41	1·42	15·36	11·92	6
64,425	70,588	67,697	73,790	9·52	8·16	204·10	193·48	213·62	206·64	1·28	1·09	22·34	19·49	1·34	1·29	11·87	10·06	7
1,191,876	1,227,146	1,253,707	1,291,300	12·61	13·01	243·09	248·86	255·70	261·87	1·75	1·55	26·42	22·76	1·70	1·50	15·15	11·61	8
338,020	369,749	357,748	386,699	15·80	12·51	270·74	272·24	286·54	285·35	2·24	1·46	33·91	22·77	1·68	1·40	23·25	16·15	9
74,325	80,459	80,917	87,003	13·76	13·50	155·11	166·03	168·87	179·53	1·05	1·24	23·28	26·70	0·98	1·26	11·08	12·43	10
69,873	67,065	74,779	70,775	13·03	10·30	185·61	186·27	198·64	196·57	2·11	2·03	22·68	21·99	1·95	2·46	21·13	19·75	11
275,628	280,283	297,847	299,624	14·50	12·97	179·96	188·03	194·46	201·00	0·93	1·11	7·85	8·91	0·77	1·03	4·29	5·03	12
42,959	40,068	46,555	43,247	9·61	9·68	114·85	122·05	124·46	131·73	1·28	1·41	18·73	19·68	1·63	1·76	10·94	13·70	14
265,028	266,971	283,050	281,517	13·89	10·86	204·22	199·42	218·11	210·28	1·58	1·90	15·36	19·05	1·36	2·12	14·31	18·75	15
136,765	131,459	146,813	141,411	11·32	11·57	154·15	152·83	165·47	164·40	1·53	1·27	17·63	13·21	1·48	1·19	40·85	36·97	3
43,010	41,700	46,225	45,007	8·40	9·32	121·43	124·69	129·83	134·01	1·33	1·37	17·84	18·99	1·50	1·48	18·34	16·40	7
56,654	61,744	61,294	66,581	12·77	12·58	155·82	160·65	168·59	173·23	1·41	0·92	15·41	10·05	1·30	0·90	17·45	8·56	18
179,185	188,177	195,999	203,438	14·75	12·95	157·18	159·70	171·93	172·65	1·38	1·48	16·03	16·98	1·10	1·35	15·56	17·93	6
1,971	2,025	2,110	2,152	4·94	4·31	69·90	68·78	74·84	73·09	3·55	3·75	113·86	124·86	8·40	9·98	169·95	222·03	10
351,475	341,216	380,146	369,022	13·21	14·16	161·91	178·73	175·12	187·89	1·31	1·53	15·45	16·67	1·21	1·34	11·15	10·92	2
41,227	39,695	44,495	42,664	14·24	13·34	179·64	178·30	193·88	191·64	1·24	1·51	12·94	15·65	1·02	1·33	13·90	19·05	20
7,241	6,737	7,994	7,351	10·59	8·55	101·85	93·80	112·44	102·35	0·95	0·84	17·79	17·98	1·05	1·15	16·87	19·11	10
222,447	223,358	249,967	250,038	18·86	18·49	152·13	154·83	171·29	173·32	1·46	1·47	15·85	15·74	0·86	0·90	32·06	24·05	10
3,591	3,492	4,027	3,855	25·21	18·80	207·79	181·06	233·00	199·86	2·28	2·05	19·20	20·86	1·09	1·29	7·84	12·37	21
21,151	21,719	22,671	22,991	13·29	9·78	184·83	167·02	198·12	176·80	1·64	1·55	12·44	13·69	1·37	1·77	37·67	45·51	1
4,181	3,919	4,383	4,169	4·18	4·74	86·23	74·26	90·41	79·00	2·21	3·62	41·23	91·07	6·38	12·09	109·16	38·97	8
4,283	4,924	4,764	5,470	5·52	5·39	49·15	48·55	54·67	53·94	1·55	1·35	35·38	33·24	3·03	2·70	144·60	142·08	8
1,335	1,289	1,399	1,356	3·87	4·34	80·28	83·78	84·15	88·12	1·17	1·06	18·86	16·24	2·36	2·59	141·97	209·76	10
5,492	6,188	5,919	6,469	15·50	9·14	199·57	169·74	215·07	178·88	1·42	1·40	10·40	13·17	0·99	1·70	29·32	41·89	1
851	979	990	1,095	8·82	6·01	54·16	50·91	62·98	56·92	0·85	0·90	13·66	15·87	1·15	1·74	12·60	24·96	1
1,176	1,046	1,230	1,122	3·74	6·63	82·02	91·15	85·76	97·78	0·92	1·85	13·55	16·61	2·71	2·17	83·58	88·85	10

APPEN

[APPENDIX 18 IN THE

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	81	82	83	84	85	86	87
				COACHING TRAFFIC—*concld.*						
				Cost of working and profits—*concld.*						
Main head.	Sub-head.			Average profit on working a coaching train one mile.	Average profit on working a coaching vehicle one mile.—					Average profit coaching-unit
					1st class.	2nd class.	3rd or intermediate class.	4th or lowest class.	Other vehicles.	Per passenger unit.
				Rs.	*Pies.*	*Pies.*	*Pies.*	*Pies.*	*Pies.*	*Pies.*
				1909.	1909.	1909.	1909.	1909.	1909.	1909.
				1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.
		5′ 6″ Gauge.								
1	(a)	Bengal-Nagpur . .		2·11 1·49	—3·79 —6·84	—1·12 —1·29	9·22 1·44	36·24 26·23	54·85 51·04	1·52 1·27
2	(a) to (g)	Bombay, Baroda and Central India.		1·42 1·22	—1·95 —7·91	1·89 —4·35	13·18 10·10	26·03 23·59	23·43 21·74	1·06 0·89
3	(a)	Eastern Bengal .		0·47 0·78	—18·48 —9·40	—16·04 —7·18	—12·33 —1·47	20·27 15·74	—1·39 11·45	0·57 0·80
4	(a) to (d)	East Indian .		1·65 1·68	0·11 ...	—3·17 —1·22	6·00 5·73	28·53 27·25	46·33 50·91	1·38 1·35
5	(a) to (g)	Great Indian Peninsula.		0·66 0·53	—10·83 —11·02	6·37 —6·97	16·97 9·92	16·22 12·90	20·09 23·41	0·64 0·45
6	(a) & (b)	Madras and Southern Mahratta.		1·35 1·30	—6·85 —8·51	—5·06 —3·74	—4·13 —12·74	30·29 28·45	34·58 38·27	1·00 0·93
7	(a) & (b)	Nizam's Guaranteed State.		1·04 0·95	—9·67 —8·49	0·68 1·03	... ...	25·67 23·22	38·19 42·73	0·94 0·98
8	(a) to (g)	North Western . .		0·82 1·08	—15·43 —11·26	—12·07 —6·65	1·56 8·84	19·65 21·35	22·15 33·21	0·71 0·92
9	(a) & (b)	Oudh and Rohilkhand		1·30 1·35	—19·49 —10·22	—13·33 —1·80	—4·78 3·07	38·53 34·55	19·14 28·69	0·94 1·23
10	(a)	South Indian . .		1·48 1·14	—3·76 —8·78	0·57 —3·36	... ...	45·44 33·13	46·76 43·89	1·30 1·05
		3′ 3¾″ Gauge.								
11	(a)	Assam-Bengal . .		1·08 0·63	—12·34 —10·30	—14·42 —11·97	—13·28 —11·42	18·54 10·64	16·98 21·05	0·92 0·61
12	(a) & (b)	Bengal and North-Western.		1·65 1·21	—5·77 —7·01	—4·51 —5·39	—1·90 —2·15	18·14 12·87	79·31 78·06	1·27 1·02
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar.		1·11 1·00	—13·47 —14·85	—6·27 —7·00	—5·65 —5·83	24·70 22·48	79·30 53·04	1·21 1·14
15	(a) & (b)	Burma . . .		2·10 0·97	1·28 —4·31	0·04 —4·57	... ...	23·09 12·19	21·49 14·38	1·79 1·06
3	(b) & (c)	Eastern Bengal .		1·14 1·38	—7·02 —1·91	0·57 —7·55	6·51 11·13	18·57 18·34	10·12 7·65	1·19 1·46
7	(c)	Hyderabad-Godavari Valley.		0·64 0·69	—13·41 —12·61	—3·34 0·07	... ...	14·08 13·04	27·46 34·14	0·65 0·66
18	(a) to (d)	Jodhpur-Bikaner .		0·99 1·39	—5·47 —1·83	—2·44 3·62	—3·81 2·86	14·00 17·82	22·25 28·55	0·85 1·28
6	(c) to (l)	Madras and Southern Mahratta.		1·43 1·00	—5·46 —8·66	—1·11 —4·42	... ...	19·63 15·17	29·31 21·35	1·07 0·83
10	(d)	Nilgiri . .		0·21 —0·49	—15·27 —60·32	174·60 199·61	... ...	—26·18 —30·79	73·84 32·88	—0·76 —2·42
2	(h) to (n)	Rajputana-Malwa .		1·06 0·97	—8·81 —11·48	—5·80 —6·75	5·51 5·90	15·41 13·27	30·56 29·89	0·90 0·76
20	(a) & (b)	Rohilkund and Kumaon.		1·80 1·41	—0·50 —3·61	11·70 5·13	0·45 —1·70	21·51 17·54	51·72 15·52	1·40 1·12
10	(f)	Shoranur-Cochin .		1·41 1·10	—9·20 —9·60	5·93 3·65	... ...	34·64 31·71	38·13 31·00	1·54 1·48
10	(b), (c), (e) & (g) to (i)	South Indian . .		1·92 1·82	—9·33 —8·10	3·99 5·41	... ...	26·33 24·54	8·11 8·33	1·18 1·17
21	(a)	Udaipur-Chitorgarh		2·46 1·44	7·83 —6·25	5·87 —2·13	—4·29 —13·74	22·35 18·15	84·21 51·77	1·10 0·84
		2′ 6″ Gauge.								
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·79 0·24	—6·44 —7·88	—4·51 —6·40	—9·14 —11·25	9·51 5·60	1·10 —1·41	0·71 0·32
8	(h)	Kalka-Simla . .		2·61 1·94	52·47 15·77	52·07 10·34	... ...	58·08 27·98	32·14 506·53	8·40 3·07
8	(i) & (j)	Kohat-Thal and Nowshera-Durgai.		—0·42 —0·24	—25·32 —23·17	—21·04 —21·38	—23·08 —17·60	—4·60 0·79	—21·99 —21·64	—0·67 —0·33
10	(j)	Morappur-Dharmapuri		—0·34 —0·10	—18·47 —15·73	—16·15 —12·57	... ...	—1·49 4·16	—11·33 —11·91	—0·89 —0·05
1	(f)	Purulia-Ranchi . .		2·72 1·07	—1·90 —5·63	2·28 —3·77	4·80 0·02	30·42 20·07	4·47 —0·29	2·17 1·52
1	(g)	Raipur-Dhamtari .		1·47 0·69	—7·83 —12·17	—7·83 —7·05	... ...	26·87 15·49	45·81 15·69	1·91 1·34
10	(k)	Tirupattur-Krishnagiri.		—0·14 0·11	—13·25 —16·08	—10·64 —10·90	... ...	2·15 8·47	—6·49 —8·93	—0·32 0·38

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IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

88		89		90		91		92		93		94		95		96		Number.
GOODS TRAFFIC.																		
		Gross receipts and train mileage—						Units and unit mileage—						Vehicles and vehicle mileage—				
on working a one mile.														Number of goods vehicles hauled one mile. (*In thousands.*)				
Other traffic per ton.		Receipts from goods traffic. (*In thousands.*)		Goods train-miles run. (*In thousands.*)		Average goods receipts per train-mile.		Tons of goods carried one mile. (*In thousands.*)		Average sum received for carrying a ton one mile.		Average number of tons in a train.		Loaded.		Empty.		Main head.
Pies.		*Rs.*		*No.*		*Rs.*		*Ton-miles.*		*Pies.*		*Tons.*		*Vehicle-miles.*		*Vehicle-miles.*		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
30·50	29·69	94,29	70,50	1,853	1,518	5·09	4·64	474,761	386,065	3·81	3·51	256·25	254·32	35,169	29,831	19,390	13,069	1
16·57	14·15	94,00	65,84	991	808	9·48	8·15	269,286	188,508	6·70	6·71	271·61	233·32	28,654	21,187	7,850	6,219	2
—12·04	24·78	36,01	59,92	633	825	5·27	7·26	125,494	159,293	5·51	7·22	183·64	193·06	19,141	23,333	4,712	10,369	3
22·40	23·99	2,99,03	2,58,79	5,628	4,677	5·31	5·53	1,631,800	1,428,990	3·52	3·48	289·93	305·54	135,011	112,481	68,262	58,353	4
17·52	19·13	2,39,27	2,10,91	4,527	3,816	5·29	5·53	816,476	714,173	5·63	5·67	180·36	187·20	88,071	75,019	26,388	21,483	5
21·05	25·34	51,59	43,08	910	934	5·67	5·25	141,136	179,952	7·02	5·24	155·06	192·60	17,126	16,946	6,271	6,612	6
23·67	25·16	18,13	15,51	338	306	5·36	5·07	58,863	51,062	5·91	5·83	148·37	136·42	5,120	4,309	2,891	2,524	7
18·96	21·20	2,48,33	2,14,44	5,525	4,664	4·50	4·60	1,048,215	907,478	4·55	4·54	189·74	194·59	102,674	95,565	38,928	28,512	8
17·94	25·30	41,04	31,14	1,328	1,038	3·09	3·00	176,585	116,543	4·46	5·13	133·00	112·25	20,147	16,364	8,010	5,054	9
26·25	23·57	15,48	16,51	378	401	4·10	4·12	44,503	48,310	6·68	6·56	117·84	120·52	6,061	6,112	1,933	1,756	10
21·57	22·90	11,27	13,64	515	537	2·19	2·54	53,863	53,174	4·02	4·92	104·62	99·02	6,942	7,005	2,484	2,577	11
33·16	34·02	50,08	27,54	1,497	1,103	3·35	2·50	176,501	103,318	5·45	5·12	117·90	93 70	30,178	20,078	13,714	7,276	12
36·51	33·80	6,96	3,79	176	116	3·96	3·27	12,813	7,736	10·43	9·40	72·99	66·84	3,221	1,903	1,242	905	14
21·92	15·18	61,76	38,17	1,798	1,701	3·44	2·24	165,738	125,160	7·15	5·85	92·18	73·58	30,093	25,689	14,942	11,631	15
13·29	9·28	27,78	31,90	693	738	4·00	4·32	82,275	78,717	6·48	7·78	118·69	106·66	17,135	16,204	5,473	4,499	3
24·70	25·73	11,80	7,80	271	209	4·36	3·72	25,146	16,901	9·01	8·86	61·54	50·37	4,018	2,877	1,480	1,114	7
24·27	21·01	9,65	9,01	392	390	2·46	2·31	31,182	26,898	5·94	3·72	79·62	68·95	5,861	6,020	2,545	2,738	18
29·12	26·72	54,26	41,15	1,832	1,594	2·96	2·58	159,996	135,226	6·51	5·84	87·34	84·84	29,387	25,623	7,686	7,261	6
130·59	81·78	1,04	1,00	25	21	4·24	4·82	303	489	66·10	39·17	12·30	23·65	73	76	23	10	10
19·20	16·92	81,03	65,10	1,951	1,603	4·15	4·06	274,438	193,303	5·67	6·47	140·66	120·61	49,126	38,108	15,164	10,469	2
42·61	46·13	9,32	5,80	279	200	3·34	2·90	33,947	20,864	5·78	5·34	110·81	104·41	4,870	3,277	2,479	1,502	20
33·41	30·79	1,07	99	33	31	3·19	3·22	3,041	2,781	6·74	6·82	90·99	90·67	642	558	218	232	10
18·07	13·47	33,47	31,57	1,053	1,120	3·18	2·82	81,205	83,285	7·91	7·28	77·12	74·36	17,085	18,225	4,928	5,293	10
26·48	27·39	53	36	10	8	5·13	4·67	660	392	15·31	17·88	63·65	50·05	170	118	97	61	21
5·12	—3·64	3,69	2,67	182	151	2·03	1·76	12,660	12,432	5·60	4·13	69·66	82·09	2,703	2,335	1,491	1,327	1
91·38	160·98	2,07	2,36	84	71	2·46	3·33	1,269	1,581	31·40	28·63	15·02	22·36	308	370	174	82	8
—94·37	—92·49	50	43	102	71	0·50	0·60	1,217	950	7·95	8·68	11·96	13·33	641	521	220	150	8
—84·01	—151·04	5	6	4	6	1·15	1·05	67	99	13·28	11·37	16·68	17·66	31	33	9	17	10
13·81	1·10	70	61	27	16	2·64	3·95	1,603	1,276	8·40	9·21	60·32	82·23	346	352	126	91	1
30·75	18·66	33	16	16	9	2·03	1·86	1,004	406	6·28	7·58	62·03	47·24	181	81	96	21	1
—39·58	—46·00	8	9	7	9	1·18	1·05	132	174	12·23	10·21	18·52	19·82	52	66	12	12	10

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note.—Railways not shown do not

CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Serial number.	97	98	99	100	101	102	103
			GOODS						
			VEHICLES AND VEHICLE						
Main head.	Sub-head.	Railway system.	Number of goods vehicles hauled one mile *concld.* (*In thousnds.*)		Average number of vehicles in a goods train.			Average earnings per goods vehicle per mile (excluding brakes).	Carrying capacity hauled one mile (excluding brakes). (*In thousands.*)
			Brake-Vans. *Vehicle-miles.*	Total. *Vehicle miles.*	Freight vehicles. *No.*	Brake-vans. *No.*	Total. *No.*	*Pies.*	*Tons.*
			1909.	1909.	1909.	1909.	1909.	1909.	1909.
			1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half	1st half. 2nd half.	1st half. 2nd half.	1st half. 2 nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur	2,703 2,106	57,262 45,006	29·45 28·26	1·46 1·39	30·91 29·65	33·18 31·55	956,236 744,040
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	1,066 992	37,570 28,398	36·82 33·92	1·08 1·23	37·90 35·15	49·44 46·12	542,615 410,570
3	(*a*)	Eastern Bengal	684 826	24,537 34,528	34·91 40·85	1·00 1·00	35·91 41·85	28·90 34 14	351,246 495,958
4	(*a*) to (*d*)	East Indian	6,142 5,004	209,415 175,838	36·12 36·53	1·09 1·07	37·21 37·60	28·24 29·09	3,200,825 2,716,298
5	(*a*) to (*l*)	Great Indian Peninsula.	8,469 7,222	122,928 103,724	25·29 25·30	1·87 1·89	27·16 27·19	40·14 41·96	1,698,411 1,438,962
6	(*a*) & (*b*)	Madras and Southern Mahratta.	1,497 1,617	24,894 25,175	25·71 25·21	1·64 1·73	27·35 26·94	42·34 40·00	361,365 365,420
7	(*a*) & (*b*)	Nizam's Guaranteed State.	647 571	8,658 7,404	20·19 18·25	1·63 1·53	21·82 19·78	43·46 43·57	133,039 114,912
8	(*a*) to (*g*)	North Western	4,929 3,949	146,531 128,026	25·63 26·61	0·89 0·85	26·52 27 46	33·67 33·18	2,447,925 2,174,860
9	(*a*) & (*b*)	Oudh and Rohilkhand	1,370 1,035	29,527 22,453	21·21 20·63	1·03 1·00	22·24 21·63	27·99 27·92	408,511 319,88[illegible]
10	(*a*)	South Indian	594 708	8,588 8,576	21·17 19·63	1·57 1·76	22·74 21·39	37·19 40·30	112,789 111,775
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal	554 490	9,980 10,072	18·31 17·84	1·08 0·91	19·39 18·75	22·96 27·32	91,127 94,583
12	(*a*) & (*b*)	Bengal and North-Western.	2,152 1,976	46,044 29,330	29·32 24·81	1·44 1·79	30·76 26·60	21·91 19·33	442,877 276,681
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar	113 74	4,576 2,882	25·43 24·26	0·64 0·64	26·07 24·90	29·93 25·91	34,292 21,646
15	(*a*) & (*b*)	Burma	2,459 2,314	47,494 29,634	25·05 21·94	1·37 1·36	26·42 23·30	26·33 19·64	389,937 319,662
3	(*b*) & (*c*)	Eastern Bengal	782 652	23,390 21,355	32·61 28·05	1·13 0·88	33·74 28·93	23·58 29·58	238,311 312,979
7	(*c*)	Hyderabad-Godavari Valley.	581 468	6,079 4,459	13·46 11·90	1·42 1·39	14·88 13·29	41·20 37·52	58,522 41,559
18	(*a*) to (*c*)	Jodhpur-Bikaner	1,050 1,014	9,456 9,772	21·47 22·45	2·68 2·60	24·15 25 05	22·03 19·75	78,738 81,301
6	(*c*) to (*i*)	Madras and Southern Mahratta.	2,481 2,270	39,554 35,154	20·24 20·63	1·35 1·43	21·59 22·06	28·10 24·03	288,598 242,272
10	(*d*)	Nilgiri	1 ...	97 86	3·91 4·17	0·03 0·01	3·94 4·18	208·11 222·37	996 893
2	(*h*) to (*m*)	Rajputana-Malwa	2,233 1,382	66,523 49,959	32·95 30·31	1·15 0·86	34·10 31·17	24·20 25·73	573,639 432,804
20	(*a*) & (*b*)	Rohilkund and Kumaon.	451 368	7,800 5,147	26·31 23·92	1·62 1·84	27·93 25·76	24·35 23·31	76,308 55,595
10	(*f*)	Shoranur-Cochin	57 54	917 844	25·72 25·76	1·71 1·77	27·43 27·53	23·35 24·00	8,123 7,537
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian	1,202 1,304	23,215 24,822	20·91 21·00	1·14 1·16	22·05 22·16	29·19 25·78	171,983 183,972
21	(*a*)	Udaipur-Chitorgarh	... ...	267 179	25·74 22·94	... ...	25·74 22·94	38·25 39·01	2,408 1,609
		2′ 6″ GAUGE.							
1	(*b*)&(*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.	141 299	4,335 3,961	23·08 24·19	0·78 1·97	23·86 26·16	16·89 14·01	33,745 29,981
8	(*h*)	Kalka-Simla	... 66	482 518	5·71 6·39	... 0 94	5·71 7·33	82·59 100·18	3,602 3,403
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.	176 114	1,037 785	8·46 9·41	1·73 1·60	10·19 11·01	11·24 12·29	3,848 2,998
10	(*j*)	Morrapur-Dharmapuri	1 3	41 53	9·88 8·94	0·33 0·52	10·21 9·46	22·42 22·46	193 244
1	(*f*)	Purulia-Ranchi	20 12	492 455	17·78 28·55	0·75 0·77	18·53 29·32	28·50 26·54	2,045 3,823
1	(*g*)	Raipur-Dhamtari	29 10	306 112	17·12 11·81	1·80 1·23	18·92 13·04	22·76 30·30	1,763 739
10	(*k*)	Tirupattur-Krishnagiri.	4 5	68 83	8·99 8·83	0·54 0·56	9·53 9 39	25·21 22·92	311 379

DIX 11—*contd.*

IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics]

104	105	106	107	108	109	110	111	112	NUMBER.

TRAFFIC—*continued.*

MILEAGE—*concluded.*						WEIGHT OF TRAIN AND TON MILEAGE—										
						Gross ton-mileage of all goods trains—(*in thousands*).						Average weight of a goods train—				
Percentage of freight upon capacity hauled.		Average load of a goods vehicle (including both loaded and empty).		Average load of a loaded goods vehicle per mile.		Freight.		Dead weight.		Total.		Freight.		Dead weight.		Total.		Main head.
Per cent.		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
49·65	51·89	8·70	9·00	13·50	12·84	471,762	386,065	575,028	456,531	1,049,790	842,596	256·25	254·32	310·37	300·75	566·62	555·07	1
49·63	45·91	7·38	6·88	9·40	8·90	269,286	188,507	349,285	274,602	618,571	463,109	271·61	233·32	352·29	339·88	623·90	573·20	2
35·72	32·12	5·26	4·72	6·56	6·83	125,494	159,293	241,255	336,227	366,749	495,520	183·64	193·06	353·05	407·50	536·69	600·56	3
50·98	52·61	8·03	8·36	12·09	12·70	1,631,800	1,428,990	2,015,608	1,708,298	3,647,408	3,137,288	289·93	305·54	358·13	365·26	648·06	670·80	4
48·07	49·63	7·13	7·40	9·27	9·52	816,476	714,173	1,321,853	1,124,095	2,138,329	1,838,268	180·36	187·20	292·00	294·65	472·36	481·85	5
39·06	49·25	6·03	7·64	8·24	10·62	141,136	179,952	247,584	263,070	388,720	443,022	155·06	192·60	272·01	281·56	427·07	474·16	6
44·25	44·44	7·35	7·47	11·50	11·85	58,863	51,062	91,008	79,093	149,871	130,155	148·37	136·42	241·05	225·62	389·42	362·04	7
42·82	41·73	7·40	7·31	10·21	9·50	1,048,275	907,478	1,547,645	1,357,412	2,595,920	2,264,890	189·74	194·59	280·13	291·07	469·87	485·66	8
43·23	36·43	6·27	5·44	8·76	7·12	176,586	116,543	342,486	269,344	519,072	385,887	133·00	112·25	25796	259·44	390·96	371·69	9
39·16	43·22	5·57	6 14	7·34	7·90	44,503	48,310	76,439	77,651	120,942	125,961	117·84	120·52	202·40	193·71	320·24	314·23	10
59·11	56·22	5·71	5·55	7·77	7·59	53,864	53,174	69,684	72,837	123,553	126,011	104·63	99·03	135·36	134·64	239·99	234·67	11
39·85	37·34	4·02	3·78	5·85	5·15	176,501	103,318	242,076	159,576	418,577	262,894	117·90	93·70	161·71	144·78	279·61	238·43	12
37·36	35·74	2·87	2·76	3·98	4·07	12,813	7,736	22,509	14,415	35,322	22,151	72·99	66·84	128·22	124·55	201·21	191·39	14
42·50	39·15	3·68	3·35	5·50	4·87	165,738	125,160	293,296	253,462	459,034	378,622	92·18	73·58	163·12	149·01	255·30	222 59	15
34·52	25·15	3·63	3·80	4·80	4·86	82,275	78,717	144,114	141,270	226,389	219,987	118·69	106·66	207·90	191·41	326·59	298·07	3
42·97	40·67	4·57	4·23	6·26	5·87	25,146	16,901	37,874	27,803	63,020	44,704	61·54	50·37	107·38	99·22	168·92	149·59	7
39·60	33·09	3·71	3·07	5·32	4·47	31,182	26,898	54,288	54,916	85,470	81,814	79·62	68·95	138·62	140·76	218·24	209·71	18
55·44	55·82	4·32	4·11	5·14	5·28	159,996	135,226	230,687	204,006	390,683	339,232	87·34	84·34	125·92	127·99	213·26	212 83	6
30·39	54·80	3·15	5·68	4·13	6·41	303	489	1,125	947	1,428	1,436	12·30	23·65	45·76	45·74	58·06	69·39	10
47·84	44·66	4·27	3·98	5·58	5·07	274,438	193,303	321,823	249,996	596,261	443,299	140·66	120·61	164·95	155·99	305·61	276·60	2
40·56	37·53	4·21	4·36	6·35	6·37	30,947	20,864	45,129	33,156	76,076	54,020	110·81	104·41	161·58	165·92	272·39	270·33	20
37·44	36·90	3·54	3 52	4·74	4·98	3,041	2,781	4,721	4,346	7,762	7,127	90·99	90·67	141·24	141·69	232·23	232·36	10
47·22	45·27	3·69	3·54	4·75	4·57	81,204	88,285	143,163	152,512	224,367	235,797	77·12	74·36	135·97	136 17	213·09	210·53	10
27·38	24·33	2·47	2·18	3·88	3·31	660	392	1,048	1,014	1,708	1,406	63·65	50·05	101·17	129·67	164·82	179·72	21
37·52	41·47	3·02	3·39	4·68	5·32	12,660	12,432	25,021	22,322	37,681	34,754	69·66	82·09	137·69	147 41	207·35	229·50	1
35·23	46·46	2·63	3·50	4·12	4·28	1,269	1,581	5,121	4,453	6,390	6,034	15·02	22·36	60·61	62·98	75·63	85·34	8
31·63	31·68	1·41	1·42	1·90	1·62	1,217	950	4,371	3,172	5,588	4,122	11·96	13·33	42·98	44·51	54·94	57·84	8
34·64	40·50	1·69	1·97	2·18	2·95	67	99	267	360	334	459	16·68	17·66	66·60	64·17	83·28	81·83	10
39·62	33·38	3·39	2·88	4·62	3·63	1,603	1,276	3,191	2,403	4,794	3,679	60·32	82·23	120·09	154·82	180·41	237·05	1
56·97	54·93	3·62	4·00	5·55	5·04	1,004	406	1,157	508	2,161	914	62·03	47·24	71·45	59·07	133·48	106·31	1
42·27	46·05	2·06	2·24	2·55	2·66	132	174	457	562	589	736	18·52	19·82	64·35	63·92	82·87	83·74	10

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number	113		114		115		115-A		116		117		118	
				GOODS TRAFFIC—*concluded.*													
				Cost of Working and Profits.													
Main head.	Sub-head.			Average cost of hauling a goods train one mile. *Rs.*		Average cost of hauling a goods vehicle with its load one mile. *Pies.*		Average cost of hauling a goods unit (*viz.*, one ton) one mile. *Pies.*		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. *Pies.*		Average profit on working a goods train one mile. *Rs.*		Average profit on working a goods vehicle with its load one mile. *Pies.*		Average profit on working a goods unit (*viz.*, one ton) one mile. *Pies.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		2·76	2·79	18·02	18·96	2·07	2·11	4·16	4·55	2·33	1·85	15·16	12·59	1·74	1·40
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		3·71	3·82	19·36	21·62	2·62	3·14	4·71	5·94	5·77	4·33	30·08	24·50	4·08	3·57
3	(*a*)	Eastern Bengal . .		4·57	3·32	25·16	15·61	4·78	3·30	7·13	5·48	0·70	3·94	3·83	18·53	0·73	3·92
4	(*a*) to (*d*)	East Indian . .		2·32	2·34	12·32	12·31	1·54	1·47	2·83	2·89	2·99	3·19	15·92	16·78	1·98	2·01
5	(*a*) to (*g*)	Great Indian Peninsula.		2·63	2·81	19·96	21·30	2·80	2·88	4·78	4·97	2·66	2·72	20·18	20·66	2·83	2·79
6	(*a*) & (*b*)	Madras and Southern Mahratta.		3·54	3·02	26·48	22·99	4·39	3·01	7·88	5·66	2·13	2·23	15·86	17·01	2·63	2·23
7	(*a*) & (*b*)	Nizam's Guaranteed State.		2·28	1·89	18·47	16·27	2·51	2·18	5·16	5·05	3·08	3·18	24·99	27·30	3·40	3·65
8	(*a*) to (*g*)	North Western . .		3·22	2·87	24·15	20·70	3·26	2·83	5·47	5·30	1·28	1·73	9·52	12·48	1·29	1·71
9	(*a*) & (*b*)	Oudh and Rohilkhand		3·06	1·90	27·72	17·68	4·42	3·35	7·28	6·94	0·03	1·10	0·27	10·24	0·04	1·88
10	(*a*)	South Indian . .		1·99	2·17	18·01	21·19	3·24	3·45	7·34	7·23	2·11	1·95	19·18	19·11	3·44	3·11
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal . .		2·55	2·42	26·76	26·03	4·68	4·69	9·09	9·31	*—0·36*	0·12	*—3·80*	1·29	*—0·66*	0·23
12	(*a*) & (*b*)	Bengal and North-Western.		1·34	1·32	8·75	5·91	2·18	1·56	4·54	5·96	2·01	1·18	13·16	13·42	3·27	3·56
14	(*a*) to (*d*)	Bhavnager-Gondal-Junagad-Porbandar.		2·07	2·05	15·65	16·24	5·45	5·89	9·19	10·80	1·89	1·22	14·28	9·67	4·98	3·51
15	(*a*) & (*b*)	Burma . . .		1·85	2·01	14·21	17·58	3·86	5·24	6·96	9·07	1·59	0·23	12·12	2·06	3·29	0·61
3	(*b*) & (*c*)	Eastern Bengal . .		3·01	2·30	17·74	15·73	4·87	4·14	9·08	7·99	0·90	2·02	5·84	13·85	1·61	3·64
7	(*c*)	Hyderabad-Godavari Valley.		2·04	1·93	19·28	19·50	4·22	4·61	7·24	8·50	2·32	1·79	21·92	18·02	4·79	4·25
18	(*a*) to (*d*)	Jodhpur-Bikaner .		1·83	1·11	16·38	9·53	4·42	3·10	6·65	5·55	0·63	1·20	5·65	10·22	1·52	0·62
6	(*c*) to (*l*)	Madras and Southern Mahratta.		1·72	1·83	16·29	17·01	3·77	4·14	6·95	7·69	1·24	0·75	11·81	7·02	2·74	1·70
10	(*d*)	Nilgiri . . .		2·75	3·56	135·13	164·01	42·92	28·89	67·12	56·49	1·49	1·26	72·98	58·36	23·18	10·28
2	(*h*) to (*n*)	Rajputana-Malwa .		2·29	2·26	13·37	14·29	3·13	3·59	4·99	6·11	1·86	1·80	10·83	11·44	2·54	2·83
20	(*a*) & (*b*)	Rohilkund and Kumaon.		1·74	2·13	12·70	17·07	3·02	3·91	5·68	7·38	1·60	0·77	11·65	6·24	2·76	1·43
10	(*f*)	Shoranur-Cochin .		1·96	1·91	14·64	14·23	4·14	1·04	9·54	9·98	1·23	1·31	9·21	9·77	2·60	2·78
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		1·82	1·79	16·74	16·58	4·54	4·68	7·42	7·54	1·36	1·03	12·45	9·20	3·37	2·60
21	(*a*)	Udaipur-Chitorgarh .		1·99	1·84	14·90	15·44	6·02	7·07	21·28	32·77	3·14	2·83	23·35	23·57	9·29	10·31
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		1·72	2·01	14·28	15·99	4·78	4·71	10·45	10·54	0·31	*—0·25*	2·61	*—1·98*	0·87	*—0·58*
8	(*h*)	Kalka-Simla . .		1·85	3·90	62·22	117·33	23·66	33·52	65·09	67·31	0·61	*—0·57*	20·37	*—17·15*	7·74	*—4·89*
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		1·56	1·45	35·29	29·61	24·96	20·92	39·51	35·76	*—1·06*	*—0·85*	*—24·05*	*—17·32*	*—17·01*	*—12·24*
10	(*j*)	Morrapur-Dharmapuri		1·16	0·99	22·55	21·21	13·35	10·75	24·94	21·02	*—0·01*	0·06	*—0·13*	1·25	*—0·07*	0·62
1	(*f*)	Purulia-Ranchi .		1·19	1·86	12·88	12·51	3·80	4·34	9·98	10·83	1·45	2·09	15·62	14·03	4·60	4·87
1	(*g*)	Raipur-Dhamtari .		1·82	1·67	20·42	27·20	5·63	6·80	10·28	14·44	0·21	0·19	2·34	3·10	0·65	0·78
10	(*k*)	Tirupattur-Krishnagiri.		0·89	1·16	19·06	25·13	9·25	11·19	22·09	23·06	0·29	*—0·11*	6·15	*—2·21*	2·98	*—0·98*

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during each half of the calendar year 1909.

prepare these statistics.]

119	120	121	122		123	124	125	126	Number.
Detailed Percentages of Earnings and Expenditure.									
Percentage to total earnings.					Percentage of Working Expenses on Total Earnings.				
Coaching traffic. *Per cent.*	Goods traffic. *Per cent.*	Sundries including telegraph. *Per cent.*	Steam-boat earnings. *Per cent.*	Total.	Maintenance. *Per cent.*	Locomotive expenses. *Per cent.*	Carriage and wagon expenses. *Per cent.*	Traffic expenses. *Per cent.*	Main head.
1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909	
1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half	
33·14 35·50	62·05 59·07	4·50 5·12	0·31 0·31	100·00 100·00	10·47 12·10	15·94 17·88	5·20 5·34	8·51 10·17	1
31·88 40·36	66·47 56·94	1·65 2·70	... ...	100·00 100·00	9·12 10·60	18·14 21·58	3·64 4·33	7·18 8·44	2
43·55 31·81	51·11 64·97	5·34 3·22	... ...	100·00 100·00	25·84 13·34	22·14 14·55	6·31 3·37	20·63 14·90	3
29·78 32·46	68·56 65·92	1·39 1·42	0·27 0·20	100·00 100·00	9·04 9·00	12·57 11·82	5·74 4·50	9·82 10·35	4
23·84 32·00	69·95 66·77	1·21 1·23	... ...	100·00 100·00	10·43 9·83	25·37 25·37	4·57 6·21	8·89 9·35	5
41·20 41·38	56·12 55·16	2·68 3·46	... ...	100·00 100·00	13·08 11·40	24·91 24·08	7·13 5·97	7·70 7·84	6
24·24 25·54	69·72 64·52	6·04 9·94	... ...	100·00 100·00	16·09 9·57	12·35 12·86	3·40 3·43	6·52 7·35	7
33·14 37·19	65·32 61·39	1·54 1·42	... ...	100·00 100·00	18·67 13·24	32·55 27·40	4·01 4·86	9·42 10·23	8
48·18 51·64	44·70 42·23	7·12 6·13	... ...	100·00 100·00	18·12 9·39	18·41 17·65	24·96 10·60	10·90 12·78	9
38·52 37·39	49·25 53·50	12·23 9·11	... ...	100·00 100·00	6·44 7·90	26·11 28·56	4·88 3·60	6·77 7·63	10
49·08 38·77	46·06 55·26	4·52 5·60	0·34 0·37	100·00 100·00	29·93 25·26	23·42 22·05	5·40 4·89	14·19 15·22	11
40·92 51·52	50·53 39·87	1·83 2·02	6·72 6·59	100 00 100·00	9·79 13·24	12·28 14·16	2·93 3·63	7·18 9·80	12
55·30 66·15	43·08 31·71	1·62 2·14	... ...	100·00 100·00	13·74 14·41	20·45 23·07	3·07 3·68	8·65 9·21	14
41·56 48·26	53·70 47·90	4·47 3·48	0·27 0·36	100·00 100·00	13 74 24·29	17·46 24·05	4·48 8·25	8·34 11·57	15
41·62 37·07	48·82 51·89	0·84 1·87	8·72 9·17	100·00 100·00	12·45 10·10	21·50 13·28	6·02 4·81	13·38 11·75	3
32·97 42·73	64·81 54·37	2·22 2·90	... ...	100·00 100·00	21·52 20·02	13·48 14·64	1·75 1·82	8·02 9·35	7
46·29 47·46	51·14 48·21	2·57 4·33	... ...	100·00 100·00	28·33 5·08	19·67 20·14	4·11 4·87	6·74 7·47	18
36·66 41·04	62·07 57·72	1·27 1·24	... ...	100·00 100·00	12·48 14·86	21·83 25·94	5·21 6·70	8·03 9·29	6
49·96 48·69	49·18 50·71	0·86 0·60	... ...	100·00 100·00	9·45 15·97	51·38 56·63	3·97 4·79	8·38 9·44	10
38·16 42·21	60·11 55·86	1·73 1·93	... ...	100·00 100·00	11·21 13·15	22·01 21·70	6·46 5·47	9·66 10·73	2
40·81 50·75	54·59 45·30	4·60 3·95	... ...	100·00 100·00	8·71 15·95	14·10 15·08	4·69 4·23	9·32 10·67	20
60·57 58·34	38·51 41·33	0·92 0·33	... ...	100·00 100·00	9·06 7·47	21·47 20·91	—0·06 3·04	8·68 9·11	10
58·63 58·84	39·77 39·12	1·60 2·04	... ...	100·00 100·00	7·05 10·05	17·82 19·65	6·92 5·18	8·85 9·55	10
59·68 63·76	38·68 34·52	1·64 1·72	... ...	100·00 100·00	15·45 17·13	13·41 15·11	2·61 2·78	6·88 9·19	21
41·36 45·29	54·91 51·91	3·73 2·80	... ...	100·00 100·00	18·75 23·08	24·72 30·58	4·97 11·34	13·98 17·03	1
52·43 54·73	46·59 43·98	0·98 1·29	... ...	100·00 100·00	11·51 15·59	21·30 47·03	7·61 6·27	14·34 12·62	8
65·40 71·02	33·38 27·10	1·22 1·88	... ...	100·00 100·00	43·06 31·73	85·43 58·14	11·32 10·51	32·75 32·16	8
74·73 71·53	24·92 28·30	0·35 0·17	... ...	100·00 100·00	22·63 22·07	86 88 50·94	4·68 10·51	7·52 10·19	10
51·33 58·63	37·73 40·13	0·94 1·24	... ...	100 00 100·00	9·18 12·98	12·36 17·40	3·34 4·13	6·42 7·08	1
52·32 65·43	47·23 34·35	0·45 0·22	... ...	100·00 100·00	16·57 19·25	22·97 21·12	1·51 2·86	7·92 7·91	1
56·73 64·26	42·78 35·53	0·49 0·21	... ...	100·00 100·00	27·83 24·18	48·60 47·11	4·58 4·31	9·21 8·34	10

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note.- Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	127	128	129	130	131 *a*	132	133 *a*
				Detailed Percentages of Earnings and expenditure—*concld.*				TABLE A—MAINTENANCE OF		
								Per Mile of		
Main head.	Sub-head.			Percentage of Working Expenses on Total Earnings—*concld.*				General Superintendence (including office expenses).	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.
				General charges.	Miscellaneous expenses.	Steam-boat expenses.	Total working expenses.			
				Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Rs.*	*Rs.*	*Rs.*
				1909.	1909.	1909.	1909.	1909.	1909.	1909.
				1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
		5′ 6″ Gauge.								
1	(*a*)	Bengal-Nagpur		5·29 / 6·60	3·48 / 3·27	1 32 / 1·23	50·21 / 56·59	174·79 / 164·17	348·49 / 305·22	185·68 / 151·67
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		4·00 / 4·78	2·15 / 2·88	... / ...	44·23 / 52·61	198·15 / 182·75	698·63 / 600·64	158·13 / 114·02
3	(*a*)	Eastern Bengal		6·70 / 4·99	3·88 / 2·12	... / ...	85·50 / 53·27	429·68 / 384·40	1,680·92 / 899·14	785·50 / 543·56
4	(*a*) to (*d*)	East Indian		3·89 / 4·16	2·30 / 2·63	0·43 / 0·16	43·79 / 42·62	254·83 / 244·54	733·31 / 604·87	151·69 / 95·31
5	(*a*) to (*g*)	Great Indian Peninsula.		4·07 / 4·50	2·75 / 3·44	... / ...	56·08 / 59·30	178·90 / 174·33	537·25 / 497·96	202·68 / 210·18
6	(*a*) & (*b*)	Madras and Southern Mahratta.		5 33 / 5·69	2·28 / 3·30	... / ...	60·43 / 58·28	224·63 / 197·28	585·27 / 562·19	145·57 / 75·68
7	(*a*) & (*b*)	Nizam's Guaranteed State.		5·30 / 5·96	2·59 / 2·66	... / ...	46·25 / 41·83	182·97 / 180·97	556·88 / 204·27	290·83 / 104·09
8	(*a*) to (*g*)	North Western		3·41 / 3·49	2·96 / 2·34	0·01 / 0·04	71·03 / 61·60	179·26 / 164·90	877·15 / 457·03	238·92 / 115·89
9	(*a*) & (*b*)	Oudh and Rohilkhand		4·98 / 5·92	3·51 / 2·68	... / ...	80·88 / 59·02	161·15 / 153·99	647·61 / 30·37	128·18 / 56·10
10	(*a*)	South Indian		5·15 / 5·73	2·70 / 3·26	... / ...	52·05 / 56·68	167·39 / 176·53	44·77 / 295·28	157·63 / *—10·80*
		3′ 3⅜″ Gauge.								
11	(*a*)	Assam-Bengal		12·21 / 12·44	7·00 / 8·80	0·52 / 0·47	92·67 / 89·13	160·08 / 157·72	420·14 / 442·69	227·42 / 127·62
12	(*a*) & (*b*)	Bengal and North-Western.		4·43 / 6·29	1·22 / 1·50	3·55 / 4·08	41·38 / 52·70	88·23 / 86·93	245·17 / 239·66	73·02 / 61·38
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		6·66 / 8·80	1·28 / 1·58	... / ...	53·85 / 60·75	55·87 / 57·87	363·18 / 239·22	8·45 / 17·44
15	(*a*) & (*b*)	Burma		5·64 / 7·96	1·05 / 1·54	1·66 / 2·14	52·37 / 79·80	152·21 / 157·99	522·25 / 759·41	110·83 / 99·28
3	(*b*) & (*c*)	Eastern Bengal		5·62 / 5·10	2·41 / 1·42	7·73 / 7·48	69·11 / 53·94	98·75 / 103·70	369·24 / 280·10	84·06 / 23·32
7	(*c*)	Hyderabad-Godavari Valley.		8·11 / 10·62	1·92 / 2·56	... / ...	54·80 / 59·61	158·96 / 163·11	688·35 / 312·71	34·60 / 95·75
18	(*a*) to (*d*)	Jodhpur-Bikaner		4·31 / 4·47	3·38 / 4·46	... / ...	66·54 / 46·44	18·97 / 19·72	570 44 / 49·61	12·33 / 7·43
6	(*c*) to (*l*)	Madras and Southern Mahratta.		6·17 / 8·00	1·57 / 1·73	... / ... *	55·29 / 66·52	77·04 / 79·93	292·21 / 290·67	70·12 / 51·61
10	(*d*)	Nilgiri		4·82 / 5·71	1·97 / 1·51	... / ...	79·97 / 94·05	207·91 / 226·79	393·68 / 621·03	72·79 / 166·82
2	(*h*) to (*n*)	Rajputana-Malwa		4·90 / 6·11	1·58 / 1·63	... / ...	55·82 / 58·79	111·00 / 108·38	290·31 / 362·17	181·10 / 93·88
20	(*a*) & (*b*)	Rohilkund and Kumaon.		6·56 / 8·59	1·26 / 2·51	... / ...	44·64 / 57·03	71·18 / 78·52	150·89 / 280·85	38·52 / 98·19
10	(*f*)	Shoranur-Cochin		5·93 / 6·18	3·84 / 3·38	... / ...	48·92 / 50·09	* / †	* / †	* / †
10	(*b*), (*c*), (*o*) & (*g*) to (*i*)	South Indian		5·88 / 6·27	3·28 / 2·40	... / ...	49·80 / 53·10	180·47 / 173·89	262·68 / 351·93	37·37 / 69·77
21	(*a*)	Udaipur Chitorgarh		5·48 / 6·13	1·56 / 2·51	... / ...	45·39 / 52·85	39·95 / 36·02	230·58 / 198·94	23·42 / 5·18
		2′ 6″ Gauge.								
1	(*b*) & (*c*)	Gondia Chanda and Jubbulpore-Gondia Extensions.		11·45 / 15·76	1·54 / 1·76	... / ...	75·41 / 99·55	72·60 / 78·20	168·80 / 150·87	19·44 / 8·40
8	(*h*)	Kalka-Simla		4·95 / 5·02	0·45 / 1·86	... / ...	60·16 / 88·39	303·96 / 293·81	*—169·23* / 477·08	299·10 / 250·93
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		18·52 / 16·97	4·27 / 4·31	... / ...	195 35 / 153·82	170·77 / 155·00	188·44 / 210·09	94·99 / 36·07
10	(*j*)	Morappur-Dharmapuri		5·45 / 8·94	3·27 / 3·31	... / ...	130·43 / 105·96	58·39 / 65·35	152·67 / 150·46	2·92 / 6·05
1	(*f*)	Purulia-Ranchi		6·89 / 10·38	0·26 / 0·62	... / ...	38·45 / 52·49	69·68 / 92·68	142·39 / 148·09	13·07 / 8·28
1	(*g*)	Raipur Dhamtari		12·45 / 16·20	0·62 / 0·65	... / ...	62·04 / 67·99	16·67 / 16·70	93·36 / 95·83	24·99 / 20·91
10	(*k*)	Tirupattur-Krishnagiri.		5·80 / 10·17	4·36 / 4·40	... / ...	100·38 / 98 51	43·22 / 52·05	139·60 / 145·66	9·18 / 22·81

* Information

† Included with the South Indian

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during each half of the calendar year 1909.

prepare these statistics.]

134 *a*	135 *a*	135A *a*	136 *a*	137 *a*	131 *b*	132 *b*	133 *b*	134 *b*	
WAY, WORKS AND STATIONS.									NUMBER.
LINE MAINTAINED.					PER MILE OF TRACK, INCLUDING SIDINGS.				
Conservancy of rivers.	Repairs of stations and buildings.	Electricity and repairs and renewals of electric plant.	Other charges (net.)	Total Maintenance, etc.	General Superintendence (including office expenses.)	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.	Conservancy of rivers.	Main-head.
Rs.	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	
1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	
... ...	102·60 113·61	... 5·04	80·71 66·43	892·27 806·14	139·59 130·70	278·30 242·98	148·27 120·74	... ...	1
... ...	150·05 97·78	0·17 0·69	80·59 64·73	1,285·72 1,060·61	138·15 130·85	487·09 430·05	110·25 81·64	... ...	2
7·11 0·65	431·98 353·91	... ...	253·36 244·88	3,589·55 2,426·54	250·58 223·02	980·29 521·66	458·09 315·36	4·16 0·37	3
... ...	268·09 319·41	0·28 0·57	184·16 163·84	1,592·36 1,428·54	158·42 151·43	455·88 374·57	94·30 59·02	... ...	4
... ...	203·22 128·98	... ...	122·28 62·30	1,244·33 1,073·75	125·18 122·12	375·93 348·84	141·82 147·24	... ...	5
... ...	116·50 79·30	... ...	82·55 59·05	1,154·52 973·50	180·31 158·15	469·79 450·70	116·85 60·68	... ...	6
... ...	66·47 85·19	... ...	96·42 81·06	1,193·57 655·53	162·47 160·68	494·47 181·37	258·23 92·42	... ...	7
15·47 65·55	204·58 162·90	... ...	151·91 112·69	1,667·29 1,078·96	132·68 121·66	649·21 337·20	176·84 85·51	11·45 43·36	8
11·99 19·43	126·00 103·04	... ...	187·47 162·04	1,262·40 524·97	138·69 131·64	557·35 25·96	110·32 47·95	10·32 16·61	9
... ...	58·73 63·54	... ...	25·52 21·77	454·04 546·32	143·84 150·95	38·47 252·49	135·46 −9·24	... ...	10
... ...	98·04 40·42	... ...	44·33 40·14	950·01 808·59	140·25 137·50	368·10 385·90	199·25 111·26	... ...	11
3·37 1·51	51·13 43·01	... ...	43·12 41·03	504·04 473·52	75·36 74·15	209·45 204·41	62·38 52·35	2·38 1·29	12
... ...	23·90 35·50	... ...	31·85 24·92	483·25 374·95	49·96 51·71	324·71 213·77	7·55 15·53	... ...	14
... ...	185·88 143·82	... ...	64·32 107·20	1,034·99 1,267·70	124·56 128·74	427·39 618·83	90·69 80·90	... ...	15
... 3·12	95·73 111·31	... ...	63·21 70·91	710·99 594·46	83·58 87·00	312·53 286·65	71·16 19·57	... 2·61	3
... ...	39·22 67·76	... ...	80·30 94·80	1,001·43 734·13	142·64 146·35	617·64 280·60	31·04 85·92	... ...	7
... ...	14·50 12·90	... ...	11·95 11·97	628·19 101·63	17·91 18·59	538·36 46·77	11·64 7·01	... ...	18
... ...	49·53 52·73	... ...	35·21 33·38	524·11 508·32	69·36 71·94	263·07 261·63	63·13 46·46	... ...	6
... ...	6·15 42·75	... ...	10·91 28·52	691·44 1,085·91	192·12 208·05	363·78 569·69	67·26 159·02	... ...	10
... ...	73·03 91·27	... 1·15	43·34 48·99	698·78 705·84	93·74 91·46	245·19 305·67	152·94 79·23	... ...	2
0·05 3·03	30·12 36·72	... ...	52·63 10·65	343·39 507·96	62·06 68·45	131·58 244·85	33·58 85·61	0·04 2·65	20
* †	* †	* †	* †	* †	* †	* †	* †	* †	10
... ...	60·02 58·10	... ...	−6·45 50·91	534·09 704·60	156·37 151·16	227·59 305·93	32·37 60·65	... ...	10
... ...	8·75 16·48	... ...	12·70 12·23	315·37 268·85	37·38 33·67	215·71 186·08	21·91 4·85	... ...	21
... ...	31·36 11·49	... ...	9·10 28·48	301·30 277·44	67·39 72·33	156·70 139·52	18·05 7·77	... ...	1
... ...	242·25 156·18	... ...	186·58 216·39	862·66 1,894·39	274·82 262·69	−153·16 426·54	270·53 224·34	... ...	8
... ...	127·93 46·84	... ...	55·26 44·85	637·39 492·85	157·50 142·89	173·80 193·68	87·61 33·25	... ...	8
... ...	8·31 20·18	... ...	4·37 4·64	226·66 246·68	55·63 62·26	145·45 143·34	2·78 5·76	... ...	10
... ...	8·94 10·06	... ...	0·70 13·40	234·78 272·51	63·24 84·12	129·28 134·40	11·86 7·52	... ...	1
... ...	34·14 11·96	... ...	33·21 12·77	202·37 157·67	15·70 15·73	87·96 89·81	23·54 19·70	... ...	1
... ...	2·60 16·00	... ...	20·37 12·02	214·97 248·54	41·30 49·66	133·40 138·98	8·77 21·77	... ...	10

not furnished.
Railway 3′ 3⅜″ gauge.

Analysis of working of each railway system

[Note.—Railways not shown do not

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		Railway system.	Serial number.	135 *b*		135-A *b*		136 *b*		137 *b*		131 *c*		132 *c*		133 *c*	
				TABLE A.—MAINTENANCE OF													
				PER MILE OF TRACK, INCLUDING SIDINGS—*concld.*								PER TOTAL					
Main head.	Sub-head.			Repairs of stations and buildings. *Rs.*		Electricity and repairs and renewals of electric plant. *Rs.*		Other charges (net). *Rs.*		Total Maintenance, etc. *Rs.*		General Superintendence (including office expenses). *As.*		Maintenance and renewal of permanent-way. *As.*		Repairs of bridges, etc. *As.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.															
1	(*a*)	Bengal-Nagpur . .		81·93	90·44	...	4·01	64·46	52·89	712·55	641·76	1·50	1·56	2·99	2·91	1·59	1·45
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		104·62	70·01	0·12	0·49	56·19	46·34	896·42	759·38	1·28	1·44	4·52	4·74	1·03	0·90
3	(*a*)	Eastern Bengal . .		251·92	205·33	...	...	147·75	142·07	2,092·79	1,407·81	1·88	1·52	7·38	3·56	3·45	2·15
4	(*a*) to (*d*)	East Indian . .		166·66	197·79	0·17	0·35	114·49	101·47	989·92	884·63	0·98	1·06	2·83	2·62	0·59	0·41
5	(*a*) to (*g*)	Great Indian Peninsula.		142·20	90·35	...	...	85·56	43·65	870·69	752·20	0·90	1·95	2·72	2·70	1·03	1·14
6	(*a*) & (*b*)	Madras and Southern Mahratta.		93·51	63·58	...	...	66·26	47·33	926·72	780·44	1·75	1·51	4·53	4·30	1·14	0·58
7	(*a*) & (*b*)	Nizam's Guaranteed State.		59·03	75·64	...	...	85·61	71·98	1,059·81	583·09	1·68	1·67	5·13	1·89	2·68	0·96
8	(*a*) to (*g*)	North Western . .		151·41	120·19	...	..	112·43	83·15	1,234·02	796·07	1·17	1·18	5·73	3·26	1·56	0·83
9	(*a*) & (*b*)	Oudh and Rohilkhand		108·44	88·09	...	...	161·34	138·52	1,086·46	448·77	1·32	1·36	5·30	0·27	1·05	0·49
10	(*c*).	South Indian . .		50·47	54·34	...	...	21·93	18·62	390·17	467·16	1·39	1·42	0·37	2·38	1·31	—0·09
		3′ 3⅜″ GAUGE.															
11	(*a*)	Assam Bengal . .		85·90	35·24	...	...	38·86	34·99	832·36	704·89	2·22	2·17	5·81	6·08	3·15	1·76
12	(*a*) & (*b*)	Bengal and North-Westerr.		43·68	36·68	...	...	36·84	34·98	430·59	403·86	0·88	1·01	2·44	2·78	0·73	0·71
14	(*a*) to (*d*)	Bhavnagar Gondal-Junagad-Porbandar.		21·36	31·73	...	...	28·48	22·28	432·06	335·07	0·75	0·95	4·85	3·96	0·11	0·29
15	(*a*) & (*b*)	Burma . . .		151·71	117·20	...	...	52·64	87·36	846·99	1,033·03	1·20	1·27	4·12	6·10	0·88	0·80
3	(*b*) & (*c*)	Eastern Bengal . .		81·03	93·38	...	...	53·50	59·49	601·80	498·70	0·99	1·09	3·72	2·95	0·85	0·24
7	(*c*)	Hyderabad-Godavari Valley.		35·20	60·80	...	...	72·06	85·06	898·58	658·73	1·73	2·02	7·49	3·86	0·38	1·18
18	(*a*) to (*d*)	Jodhpur-Bikaner .		13·68	12·16	...	...	11·28	11·27	592·87	95·80	0·35	0·37	10·28	0·94	0·22	0·14
6	(*c*) to (*l*)	Madras and Southern Mahratta.		44·59	47·46	...	...	31·69	30·04	471·84	457·53	0·86	0·96	3·28	3·50	0·79	0·62
10	(*d*)	Nilgiri . . .		5·68	39·21	...	...	10·09	26·17	638·93	996·14	1·83	2·09	3·46	5·74	0·64	1·54
2	(*h*) to (*n*)	Rajputana-Malwa .		61·68	77·04	...	0·97	36·61	41·35	590·16	595·72	0·93	1·05	2·44	3·52	1·52	0·92
20	(*a*) & (*b*)	Rohilkund and Kumaon.		26·27	32·01	...	...	45·91	9·23	299·44	442·85	0·97	1·20	2·06	4·28	0·52	1·50
10	(*f*)	Shoranur-Cochin .		*	†	*	†	*	†	*	†	*	†	*	†	*	†
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		52·00	50·51	...	...	—5·58	44·25	462·75	612·50	1·28	1·23	1·86	2·48	0·26	0·49
21	(*a*)	Udaipur Chitorgarh .		8·19	15·41	...	...	11·88	11·43	295·07	251·44	1·56	1·43	8·98	7·90	0·91	0·20
		2′ 6″ GAUGE.															
1	(*b*) & (*c*)	Gondia Chanda and Jubbulpore-Gondia Extensions.		29·11	10·63	...	...	8·45	26·31	279·70	256·59	1·64	1·90	3·81	3·67	0·44	0·21
8	(*h*)	Kalka-Simla . .		219·02	139·63	...	...	168·73	193·47	779·94	1,246·67	2·18	2·28	—1·21	3·71	2·14	1·95
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		117·99	43·18	...	...	50·97	41·36	587·87	454·36	1·48	1·46	1·63	1·99	0·82	0·35
10	(*j*)	Morappur-Dharmapuri		7·92	19·23	...	...	4·16	4·42	215·94	235·01	0·84	0·92	2·20	2·12	0·04	0·09
1	(*f*)	Purulia-Ranchi . .		8·12	9·13	...	...	0·64	12·16	213·09	247·33	1·50	2·08	3·06	3·33	0·28	0·19
1	(*g*)	Raipur-Dhamtari .		32·16	11·27	...	...	31·29	12·03	190·65	148·54	0·48	0·55	2·67	3·12	0·71	0·68
10	(*k*)	Tirupattur Krishnagiri.		2·48	15·26	...	...	19·47	11·47	205·42	237·14	0·82	1·04	2·64	2·92	0·17	0·16

* Information

† Included with the South Indian

DIX 11—*contd.*

IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

134c.	135c.	135-Ac.	136c.	137c.	131d.	132d.	133d.	134d	
WAY, WORKS AND STATIONS—*contd.*									NUMBER.
TRAIN-MILE.					PER 1,000 GROSS TON—MILES.				
Conservancy of rivers.	Repairs of stations and buildings.	Electricity and repairs and renewals of electric plant.	Other charges (net).	Total Maintenance, etc.	General Superintendence (including office expenses.)	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.	Conservancy of rivers.	Main head.
As.	*As.*	*As.*	*As.*	*As.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	
1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	
... ...	0·88 1·08	... 0·05	0·69 0·63	7·65 7·68	0·21 0·24	0·43 0·44	0·23 0·22	... ...	1
... ...	0·98 0·77	... 0·01	0·52 0·51	8·33 8·37	0·19 0·24	0·69 0·78	0·15 0·15	... ...	2
0·03 ...	1·90 1·40	... ...	1·12 0·98	15·76 9·61	0·33 0·23	1·29 0·53	0·60 0·32	... ...	3
... ...	1·04 1·38	... ...	0·71 0·71	6·15 6·18	0·13 0·13	0·35 0·32	0·07 0·05	... ...	4
... ...	1·03 0·70	... ...	0·62 0·34	6·30 5·83	0·15 0·16	0·46 0·46	0·17 0·19	... ...	5
... ...	0·91 0·60	... ...	0·65 0·45	9·03 7·44	0·36 0·27	0·95 0·77	0·23 0·10	... ...	6
... ...	0·61 0·79	... ...	0·88 0·75	10·98 6·06	0·29 0·31	0·90 0·35	0·47 0·18	... ...	7
0·10 0·47	1·34 1·16	... ...	0·99 0·81	10·89 7·71	0·20 0·20	0·97 0·55	0·26 0·14	0·02 0·08	8
0·10 0·17	1·03 0·91	... ...	1·53 1·43	10·33 4·63	0·24 0·26	0·98 0·05	0·19 0·10	0·02 0·03	9
... ...	0·49 0·51	... ...	0·22 0·18	3·78 4·40	0·37 0·37	0·10 0·61	0·35 —0·02	... ...	10
... ...	1·36 0·56	... ...	0·61 0·55	13·15 11·12	0·62 0·62	1·63 1·73	0·89 0·50	... ...	11
0·03 0·02	0·50 0·50	... ...	0·43 0·47	5·01 5·49	0·23 0·28	0·63 0·79	0·19 0·21	0·01 ...	12
... ...	0·32 0·59	... ...	0·43 0·41	6·46 6·20	0·31 0·41	2·04 1·68	0·05 0·12	... ...	14
... ...	1·46 1·16	... ...	0·51 0·86	8·17 10·19	0·31 0·36	1·08 1·76	0·23 0·23	... ...	15
... 0·03	0·97 1·17	... ...	0·64 0·74	7·17 6·22	0·26 0·31	0·98 0·81	0·23 0·06	... 0·01	3
... ...	0·42 0·84	... ...	0·88 1·17	10·90 9·07	0·56 0·71	2·47 1·36	0·13 0·42	... ...	7
... ...	0·26 0·25	... ...	0·21 0·24	11·32 1·94	0·11 0·12	3·30 0·30	0·07 0·05	... ...	18
... ...	0·55 0·64	... ...	0·39 0·40	5·87 6·12	0·27 0·31	1·04 1·11	0·25 0·20	... ...	6
... ...	0·05 0·40	... ...	0·09 0·26	6·07 10·03	1·70 1·83	3·22 5·01	0·60 1·35	... ...	10
... ...	0·61 0·89	... 0·01	0·36 0·48	5·86 6·87	0·24 0·29	0·54 0·97	0·40 0·25	... ...	2
... 0·05	0·41 0·56	... ...	0·72 0·15	4·68 7·74	0·26 0·33	0·53 1·17	0·14 0·41	... 0·01	20
* †	* †	* †	* †	* †	* †	* †	* †	* †	10
... ...	0·42 0·41	... ...	—0·04 0·36	3·78 4·97	0·42 0·41	0·62 1·83	0·09 0·16	... ...	10
... ...	0·34 0·65	... ...	0·49 0·48	12·28 10·66	0·43 0·46	2·52 2·54	0·26 0·06	... ...	21
... ...	0·71 0·28	... ...	0·21 0·69	6·81 6·75	0·50 0·58	1·17 1·12	0·14 0·06	... ...	1
... ...	1·73 1·21	... ...	1·33 1·68	6·17 10·83	1·68 0·17	—0·93 0·28	1·65 0·15	... ...	8
... ...	1·11 0·44	... ...	0·47 0·42	5·51 4·66	1·68 1·65	1·86 2·23	0·93 0·39	... ...	8
... ...	0·12 0·28	... ...	0·06 0·07	3·26 3·48	0·62 0·67	1·63 1·54	0·03 0·06	... ...	10
... ...	0·19 0·23	... ...	0·02 0·30	5·05 6·13	0·47 0·66	0·97 1·06	0·09 0·06	... ...	1
... ...	0·97 0·39	... ...	0·95 0·42	5·78 5·16	0·30 0·48	1·69 2·70	0·45 0·59	... ...	1
... ...	0·05 0·32	... ...	0·39 0·24	4·07 4·98	0·60 0·71	1·94 1·99	0·13 0·31	... ...	10

not furnished.
railway (3' 3⅜" gauge.)

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note.—Railways not shown do not

CLASSIFICATION No. OF RAILWY. (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Serial number.	135*d*.		135-A*d*.		136*d*.		137*d*.		138*a*.					
				TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS—*concld.*								TABLE B.					
				PER 1,000 GROSS TON-MILES—*concld.*								PER TOTAL					
Main head.	Sub-head.			Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		Average price of fuel per ton in terms of—				General Superintendence (including office expenses.)	
												Coal.		Wood.			
				Rs.		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Annas.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.															
1	(*a*)	Bengal-Nagpur . .		0·13	0·16	...	0·01	0·10	0·09	1·10	1·16	5·50	4·83	...	...	1·08	1·20
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·15	0·13	...	...	0·08	0·09	1·26	1·39	16·69	16·56	...	...	0·69	0·71
3	(*a*)	Eastern Bengal . .		0·83	0·21	...	...	0·19	0·15	2·74	1·44	10·64	8·81	...	...	0·54	0·48
4	(*a*) to (*d*)	East Indian . .		0·13	0·17	...	...	0·09	0·09	0·77	0·76	1·97	1·97	...	...	0·80	0·89
5	(*a*) to (*g*)	Great Indian Peninsula.		0·17	0·12	...	...	0·11	0·06	1·06	0·99	12·95	13·06	...	...	0·70	0·76
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·19	0·10	...	...	0·13	0·08	1·86	1·32	11·98	12·29	...	...	0·88	0·84
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·10	0·15	...	...	0·16	0·14	1·92	1·13	4·87	4·89	...	...	0·77	0·73
8	(*a*) to (*g*)	North Western . .		0·23	0·20	...	...	0·16	0·13	1·84	1·30	15·42	15·13	...	...	0·59	0·64
9	(*a*) & (*b*)	Oudh and Rohilkhand.		0·19	0·18	...	...	0·28	0·28	1·90	0·90	7·90	7·83	...	...	0·74	0·78
10	(*a*)	South Indian . .		0·13	0·13	...	...	0·05	0·05	1·00	1·14	17·16	17·39	...	...	0·53	0·59
		3′ 3⅜″ GAUGE.															
11	(*a*)	Assam-Bengal . .		0·38	0·16	...	...	0·17	0·16	3·69	3·17	8·90	9·41	...	...	0·92	0·96
12	(*a*) & (*b*)	Bengal and North-Western.		0·13	0·14	...	...	0·12	0·14	1·31	1·56	8·26	7·36	...	...	0·42	0·48
14	(*a*) to (*d*)	Bhavnagar-Gondal Junagad-Porbandar.		0·13	0·25	...	...	0·18	0·17	2·71	2·63	18·25	19·27	...	...	0·51	0·62
15	(*a*) & (*h*)	Burma . . .		0·38	0·33	...	...	0·13	0·25	2·13	2·93	13·91	14·26	...	...	0·81	0·85
3	(*b*) & (*c*)	Eastern Bengal .		0·26	0·32	...	...	0·17	0·21	1·90	1·72	12·00	9·86	...	...	0·61	0·58
7	(*c*)	Hyderabad-Godavari Valley.		0·14	0·30	...	...	0·29	0·41	3·59	3·20	4·97	4·97	...	...	0·96	1·09
18	(*a*) to (*d*)	Jodhpur-Bikaner .		0·09	0·08	...	...	0·07	0·08	3·64	0·63	14·03	13·23	...	...	0·37	0·35
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·18	0·20	...	...	0·12	0·13	1·86	1·95	14·49	13·93	...	...	0·68	0·72
10	(*d*)	Nilgiri . . .		0·05	0·34	...	...	0·09	0·23	5·66	8·76	14·62	14·95	...	...	1·11	1·22
2	(*h*) to (*n*)	Rajputana Malwa .		0·17	0·25	...	...	0·10	0·13	1·55	1·89	15·05	13·56	...	...	0·82	0·92
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·11	0·15	...	...	0·19	0·04	1·23	2·11	...	...	4·11	4·52	0·61	0·73
10	(*f*)	Shoranur-Cochin .		*	†	*	†	*	†	*	†	*	†	*	†	*	†
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .		0·14	0·14	...	...	—0·02	0·12	1·25	1·66	17·22	15·69	...	...	0·61	0·64
21	(*a*)	Udaipur Chitorgarh .		0·09	0·21	...	...	0·15	0·15	3·45	3·42	16·01	16·00	...	...	1·81	1·78
		2′ 6″ GAUGE.															
1	(*b*) & (*c*)	Gondia Chanda and Jubbulpore-Gondia Extensions.		0·22	0·09	...	...	0·06	0·21	2·09	2·06	5·96	4·98	...	...	0·86	0·93
8	(*h*)	Kalka-Simla . .		1·33	0·09	...	...	1·03	0·13	4·76	0·82	13·18	23·02	...	...	1·28	1·25
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		1·26	0·50	...	...	0·55	0·47	6·28	5·24	23·83	15·60	...	...	0·56	0·59
10	(*j*)	Morappur-Dharmapuri		0·09	0·20	...	...	0·05	0·05	2·42	2·52	17·13	23·22	...	...	0·06	0·03
1	(*f*)	Purulia-Ranchi .		0·06	0·07	...	...	...	0·10	1·59	1·95	5·49	4·82	...	...	1·46	1·36
1	(*g*)	Raipur-Dhamtari .		0·62	0·34	...	...	0·60	0·36	3·66	4·47	5·76	4·95	...	...	0·82	0·77
10	(*k*)	Tirupattur-Krishnagiri.		0·04	0·22	...	...	0·29	0·16	3·00	3·39	19·87	29·60	...	...	0·06	0·07

* Information

† Included with the South Indian

DIX 11.—*contd.*

IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

139a.	140a.	141a.	142a.	143a.	143-Aa.	143-Ba.	143-Ca.	144a.	
LOCOMOTIVE EXPENSES.									NUMBER.
TRAIN MILE.									
Running expenses.	Fuel.	Water.	Oil, tallow, and other stores.	Maintenance and renewal of locomotives.	Maintenance and renewal of motor cars.	Maintenance and renewal of machinery, tools and plant.	Electricity and repairs and renewals of electric plant.	Other charges (net.)	Main head.
Annas.	*Annas.*	*Annas.*	*Annas.*	*Annas.*	*Annas.*	*Annas.*	*Annas.*	*Annas.*	
1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	
2·60 2·70	2·77 2·54	0·25 0·25	0·31 0·32	2·41 2·43	... ...	0·09 0·13	0·06 0·09	2·03 1·70	1
2·93 2·98	7·82 7·68	0·57 0 62	0·74 0·74	2·54 2·70	0·02 0·03	0·33 0·35	... ...	0·93 1·22	2
2·79 2·47	5·02 4·52	0·38 0·29	0·38 0·27	3·45 1·60	... ...	0·33 0·31	... ...	0·62 0·53	3
2·27 2·36	1·35 1·43	0·16 0·15	0·37 0·40	2·10 1·70	... ...	0·15 0·19	0·04 0·12	1·31 0·86	4
2·92 2·99	6·54 6·33	0·38 0·34	0·45 0·38	2·81 2·91	... ...	0·23 0·24	... ...	1·29 1·09	5
2·42 2·37	6·59 6·57	0·31 0·29	0·41 0·36	4·99 3·70	0·02 0·01	0·32 0·24	... ...	1·25 1·34	6
1·89 1·86	2·39 2·24	0·26 0·23	0·33 0·29	2·18 2·25	... ...	0·03 0·04	... ...	0·58 0·51	7
2·03 2·10	8·07 7·75	0·39 0·34	0·34 0·34	4·98 2·37	... *—0·08*	0·43 0·52	... ...	2·16 1·98	8
1·59 1·55	4·01 3·65	0·19 0·13	0·42 0·31	1·95 0·86	... 0·01	0·14 0·19	... ...	1·46 1·22	9
1·79 2·05	7·85 7·41	0·19 0·19	0·35 0·40	3·80 4·28	... 0·01	0·15 0·19	... ...	0·66 0·81	10
1·68 1·75	3·55 3·67	0·25 0·27	0·30 0·35	1·57 1·73	... ...	0·05 0·02	... ...	1·97 0·95	11
0·83 0·88	2·69 2·20	0·19 0·21	0·16 0·18	1·20 1·01	... ...	0·06 0·05	... ...	0·71 0·81	12
0·95 1·12	4·23 4·59	0·13 0·16	0·25 0·21	3·32 3·03	... ...	0·08 0·09	... ...	0·16 0·11	14
2·51 2·51	4·26 3·88	0·32 0·32	0·29 0·31	1·73 1·58	... 0·01	0·14 0·13	... ...	0·32 0·49	15
1·58 1·63	4·01 2·96	0·19 0·19	0·26 0·25	3·83 1·41	... ...	0·23 0·16	... ...	1·67 0·99	3
1·52 1·56	1·39 1·39	0·21 0·22	0·18 0·17	1·40 1·44	... ...	0·03 0·05	... ...	1·14 0·71	7
0·71 0·72	4·03 3·95	0·33 0·34	0 31 0·35	1·32 1·46	0·01 0·01	0·18 0·13	... ...	0·60 0·46	18
1·77 2·05	4·31 4·19	0·29 0·28	0·20 0·19	1·61 1·77	... ...	0·19 0·25	... ...	1·23 1·22	6
5·63 6·32	18·04 17·77	0·38 0·26	1·02 1·22	4·50 5·45	... ...	0·09 0·19	... ...	2·23 3·15	10
1·93 2·12	4·51 4·06	0·35 0·31	0·32 0·30	2·49 2·73	... ...	0·43 0·24	... ...	0·64 0·67	2
0·83 0·83	3·85 3·44	0·22 0·23	0·21 0·19	1·38 1·31	0·01 ...	0·23 0·21	... ...	0·24 0·37	20
* †	* †	* †	* †	* †	* †	* †	* †	* †	10
1·89 1·90	4·52 4·02	0·17 0·16	0·28 0·27	1·67 2·37	0·03 0·03	0·13 0·14	... ...	0·25 0·29	10
0·83 0·93	4·25 3·94	0·41 0·20	0·34 0·34	2·27 1·66	0·21 ...	0·50 0·57	... ...	0·04 ...	21
1·22 1·24	3·41 3·00	0·33 0·36	0·17 0·21	1·32 1·45	... ...	0·04 0·02	... ...	1·63 1·74	1
3·04 3·51	7·53 11·78	0·91 1·02	0·23 0·37	*—3·33* 12·72	... ...	0·55 0·54	... ...	1·21 1·47	8
1·77 1·52	4·13 3·26	1·61 0·85	0·20 0·22	0·95 0·87	... ...	... 0·03	... ...	1·71 1·20	8
0·74 0·85	3·70 4·54	0·59 0·57	0·13 0·16	7·21 1·89	... ...	... ...	... ...	0·07 ...	10
0·99 1·54	2·36 2·56	0·58 0·49	0·43 0·71	0·42 0·84	... ...	... 0·03	... ...	0·55 0·69	1
1·11 1·14	1·37 1·36	0·33 0·33	0·16 0·17	2·01 0·93	... ...	0·02 0·01	... ...	2·19 0·96	1
0·92 0·86	4·89 5·17	0·69 0·81	0·12 0·18	0·35 2·61	... ...	... ...	... ...	0·07 ...	11

not furnished.
railway (3' 3½" gauge.)

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	145a.						138b.		139b.		140b.		141b.	
				TABLE B.—													
				Per total train mile—*concld.*						Per Engine							
Main head.	Sub-head.			Total locomotive expenses.		Fuel consumed in terms of— Coal (Kurhurbaree).		Wood.		General Superintendence (including office expenses).		Running expenses.		Fuel.		Water.	
				Annas.		*lbs.*		*lbs.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(a)	Bengal-Nagpur . .		11·65	11·36	70·57	66·20	...	...	0·87	0·96	2·09	2·16	2·26	2·04	0·20	0·20
2	(a) to (g)	Bombay, Baroda and Central India.		16·57	17·03	65·61	64·94	...	...	0·56	0·59	2·38	2·48	6·36	6·39	0·46	0·52
3	(a)	Eastern Bengal . .		13·51	10·47	67·00	71·76	...	...	0·37	0·33	1·90	1·70	3·41	3·11	0·26	0·20
4	(a) to (d)	East Indian. . .		8·55	8·10	71·71	68·31	...	...	0·61	0·67	1·73	1·79	1·03	1·08	0·12	0·12
5	(a) to (g)	Great Indian Peninsula.		15·32	15·04	70·72	67·86	...	...	0·61	0·66	2·52	2·61	5·66	5·53	0·33	0·30
6	(a) & (b)	Madras and Southern Mahratta.		17·19	15·72	77·03	74·88	...	...	0·75	0·72	2·07	2·02	5·62	5·62	0·27	0·25
7	(a) & (b)	Nizam's Guaranteed State.		8·43	8·15	68·64	64·08	...	...	0·64	0·61	1·57	1·55	1·98	1·87	0·21	0·19
8	(a) to (g)	North Western . .		18·99	15·96	73·24	71·76	...	...	0·48	0·52	1·67	1·71	6·63	6·30	0·32	0·28
9	(a) & (b)	Oudh and Rohilkhand		10·50	8·70	63·96	58·80	...	...	0·63	0·67	1·36	1·32	3·43	3·12	0·16	0·11
10	(a)	South Indian . .		15·32	15·93	64·04	59·67	...	...	0·46	0·52	1·56	1·78	6·82	6·48	0·16	0·17
		3′ 3⅜″ Gauge.															
11	(a)	Assam-Bengal . .		10·29	9·70	52·25	51·11	...	...	0·69	0·74	1·29	1·37	2·71	2·85	0·19	0·21
12	(a) & (b)	Bengal and North-Western.		6·26	5·82	45·56	41·79	...	...	0·33	0·39	0·67	0·72	2·16	1·80	0·15	0·17
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar.		9·62	9·93	32·36	33·38	...	...	0·47	0·58	0·88	1·04	3·90	4·27	0·12	0·15
15	(a) & (b)	Burma. . . .		10·38	10·08	42·85	38·07	...	...	0·66	0·71	2·04	2·09	3·46	3·22	0·26	0·27
3	(b) & (c)	Eastern Bengal . .		12·38	8·17	46·83	42·01	...	...	0·47	0·44	1·20	1·25	3·06	2·[illegible]	0·15	0·15
7	(c)	Hyderabad-Godavari Valley.		6·83	6·63	39·26	39·43	...	...	0·86	0·98	1·36	1·41	1·25	1·26	0·19	0·20
18	(a) to (d)	Jodhpur-Bikaner .		7·86	7·77	40·26	41·79	...	...	0·34	0·32	0·66	0·67	3·74	3·66	0·31	0·32
6	(c) to (l)	Madras and Southern Mahratta.		10·28	10·67	41·71	42·10	...	...	0·60	0·64	1·56	1·80	3·79	3·69	0·25	0·25
10	(d)	Nilgiri . . .		33·00	35·58	172·73	166·37	...	...	1·02	1·06	5·13	5·47	16·45	15·42	0·35	0·23
2	(h) to (n)	Rajputana-Malwa .		11·52	11·35	40·78	41·94	...	...	0·70	0·78	1·65	1·82	3·87	3·46	0·30	0·27
20	(a) & (b)	Rohilkund and Kumaon.		7·58	7·31	...	...	131·06	106·75	0·43	0·56	0·61	0·65	2·80	2·66	0·16	0·17
10	(f)	Shoranur-Cochin .		*	†	*	†	*	†	*	†	*	†	*	†	*	†
10	(b),(c), (e) & (g) to (i)	South Indian . .		9·55	9·82	36·77	35·85	...	...	0·54	0·57	1·69	1·70	4·04	3·59	0·16	0·14
21	(a)	Udaipur-Chitorgarh .		10·66	9·42	33·48	31·22	...	...	1·69	1·68	0·77	0·88	3·96	3·70	0·38	0·18
		2′ 6″ Gauge.															
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		8·98	8·95	80·07	71·85	...	...	0·68	0·71	0·97	0·97	2·71	2·31	0·27	0·28
8	(h)	Kalka-Simla . .		11·42	32·66	80·00	71·64	...	...	1·08	0·99	2·57	2·79	6·37	9·34	0·76	0·81
8	(i) & (j)	Kohat-Thal and Nowshera-Durgai.		10·93	8·54	24·25	29·27	...	...	0·50	0·53	1·60	1·36	3·71	2·93	1·45	0·76
10	(j)	Morappur-Dharmapuri.		12·50	8·04	30·20	27·41	...	...	0·06	0·03	0·74	0·85	3·70	4·54	0·59	0·57
1	(f)	Purulia-Ranchi . .		6·79	8·22	60·15	67·07	...	...	1·23	1·15	0·84	1·31	1·99	2·17	0·49	0·42
1	(g)	Raipur-Dhamtari .		8·01	5·67	33·33	33·14	...	...	0·73	0·70	0·98	1·03	1·21	1·23	0·29	0·30
10	(k)	Tirupattur-Krishnagiri.		7·10	9·70	24·46	24·46	...	...	0·06	0·07	0·92	0·85	4·89	5·12	0·69	0·80

* Information

† Included with the South Indian

DIX 11—*contd.*

IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

142 *b*	143 *b*	143-A. *b.*	143-B. *b.*	143-C. *b.*	144 *b.*	145 *b*		NUMBER.

LOCOMOTIVE EXPENSES—*contd.*

—MILE.

Oil, tallow and other stores.		Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		Fuel consumed in terms of—				Main head.
														Coal (Kurhurbaree).		Wood.		
Annas.		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		lbs.		lbs.		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·25	0·25	1·93	1·94	...	...	0·07	0·10	0·05	0·08	1·67	1·36	9·36	9·09	56·66	52·99	...	...	1
0·60	0·62	2·06	2·24	0·01	0·03	0·27	0·29	...	...	0·76	1·01	13·46	14·17	53·30	54·03	...	...	2
0·26	0·19	2·36	1·10	...	...	0·22	0·22	...	...	0·42	0·37	9·20	7·22	44·93	49·46	...	...	3
0·28	0·30	1·60	1·28	...	...	0·11	0·15	0·03	0·09	1·00	0·66	6·51	6·14	54·63	51·71	...	...	4
0·39	0·33	2·43	2·54	...	...	0·19	0·21	...	...	1·12	0·95	13·25	13·13	61·17	59·25	...	...	5
0·35	0·31	4·25	3·17	0·02	0·01	0·28	0·21	...	...	1·06	1·15	14·67	13·46	65·74	64·10	...	...	6
0·27	0·24	1·80	1·88	...	...	0·03	0·04	...	...	0·47	0·42	6·97	6·80	56·79	53·51	...	...	7
0·27	0·27	4·09	1·93	...	—*0·07*	0·35	0·42	...	...	1·78	1·61	15·59	12·97	60·15	58·33	...	...	8
0·36	0·26	1·66	0·73	...	0·01	0·12	0·16	...	...	1·25	1·05	8·97	7·43	54·64	50·21	...	...	9
0·30	0·34	3·30	3·74	...	0·01	0·14	0·17	...	...	0·57	0·71	13·31	13·92	55·63	52·14	...	...	10
0·23	0·28	1·20	1·34	...	...	0·04	0·02	...	...	1·51	0·73	7·86	7·54	39·89	39·71	...	...	11
0·13	0·14	0·96	0·83	...	...	0·05	0·04	...	...	0·58	0·66	5·03	4·75	36·63	34·12	...	...	12
0·23	0·20	3·07	2·81	...	...	0·07	0·08	...	...	0·15	0·10	8·89	9·23	29·92	31·02	...	...	14
0·23	0·26	1·40	1·31	...	0·01	0·12	0·11	...	...	0·26	0·41	8·43	8·39	34·80	31·65	...	...	15
0·20	0·19	2·92	1·08	...	...	0·17	0·12	...	...	1·28	0·76	9·45	6·26	35·73	32·17	...	...	3
0·17	0·16	1·26	1·31	...	...	0·02	0·04	...	...	1·03	0·64	6·14	6·00	35·30	35·68	...	...	7
0·29	0·32	1·22	1·35	0·01	0·01	0·16	0·13	...	...	0·56	0·43	7·29	7·21	37·35	38·75	...	...	18
0·17	0·16	1·41	1·56	...	...	0·17	0·22	...	...	1·08	1·08	9·03	9·40	36·65	37·06	...	...	6
0·93	1·06	4·10	4·73	...	...	0·08	0·17	...	...	2·03	2·73	30·09	30·87	157·48	144·37	...	...	10
0·28	0·25	2·14	2·32	...	...	0·39	0·20	...	...	0·54	0·57	9·87	9·67	34·97	35·74	...	...	2
0·16	0·15	1·00	1·02	0·01	...	0·17	0·15	...	...	0·17	0·29	5·51	5·65	...	...	95·27	82·48	20
*	†	*	†	*	†	*	†	*	†	*	†	*	†	*	†	*	†	10
0·25	0·24	1·49	2·12	0·02	0·02	0·12	0·12	...	...	0·22	0·26	8·53	8·76	32·82	32·00	...	...	10
0·31	0·31	2·12	1·55	0·20	...	0·47	0·52	...	...	0·03	...	9·93	8·82	31·19	29·27	...	...	21
0·13	0·16	1·06	1·11	...	...	0·03	0·01	...	...	1·30	1·34	7·15	6·89	63·77	55·20	...	...	1
0·20	0·30	—*2·81*	10·09	...	...	0·46	0·43	...	...	1·02	1·16	9·65	25·90	67·62	56·82	...	...	8
0·18	0·20	0·85	0·78	...	...	...	0·03	...	...	1·54	1·08	9·83	7·67	21·81	26·32	...	...	8
0·13	0·16	7·21	1·89	...	...	...	...	...	...	0·07	...	12·50	8·04	30·18	27·40	...	...	10
0·36	0·61	0·36	0·71	...	...	...	0·02	...	...	0·47	0·58	5·74	6·97	50·80	56·81	...	...	1
0·14	0·16	1·78	0·85	...	...	0·01	0·01	...	...	1·94	0·88	7·08	5·16	29·46	30·18	...	...	1
0·12	0·18	0·35	2·59	...	...	...	...	...	...	0·07	...	7·10	9·61	34·45	24·24	...	...	10

not furnished
railway (3′ 3⅜″ gauge).

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note—Railways not shown do not

CLASSIFICATION NO. OF RY. (DETAILED IN "INDEX" TO APPENDIX 9).		Railway system.	Serial number.	138 *c.*		139 *c.*		140 *c.*		141 *c.*		142 *c.*		143 *c.*		143-A *c.*	
				TABLE B.—													
				PER 1,000 GROSS													
Main head.	Sub head.			General Superintendence (including office expenses). *Rs.*		Running expenses. *Rs.*		Fuel. *Rs.*		Water. *Rs.*		Oil, tallow and other stores. *Rs.*		Maintenance and renewal of locomotives. *Rs.*		Maintenance and renewal of motor cars. *Rs.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.															
1	(*a*)	Bengal-Nagpur .		0·16	0·18	0·37	0·41	0·40	0·38	0·04	0·04	0·04	0·05	0·35	0·36	...	...
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·11	0·12	0·45	0·50	1·19	1·27	0·09	0·10	0·11	0·12	0·38	0·45	...	0·01
3	(*a*)	Eastern Bengal .		0·09	0·07	0·48	0·37	0·87	0·63	0·07	0·05	0·07	0·04	0·60	0·24	...	...
4	(*a*) to (*d*)	East Indian . .		0·10	0·11	0·28	0 29	0·17	0·18	0·02	0·02	0·05	0·05	0·27	0·21	...	...
5	(*a*) to (*g*)	Great Indian Peninsula		0·12	0·13	0 49	0·51	1·10	1·07	0·06	0·06	0·07	0·06	0·47	0·49	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·18	0·15	0·50	0·42	1·36	1·17	0·07	0·05	0·08	0·07	1·03	0·66	0·01	...
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·13	0·14	0·33	0·34	0·42	0·42	0·05	0·04	0·06	0·06	0·38	0·42	...	...
8	(*a*) to (*g*)	North Western .		0·10	0.11	0·34	0·35	1·37	1·31	0·06	0·06	0·06	0·05	0·84	0·40	...	—0·01
9	(*a*) & (*b*)	Oudh and Rohilkhand		0·14	0·15	0·29	0·30	0·74	0·71	0·03	0·02	0·08	0·06	0·36	0·16	...	...
10	(*a*)	South Indian . .		0·14	0·16	0·48	0·53	2·08	1·93	0·05	0·05	0·09	0·10	1·01	1·11	...	...
		3′ 3⅜″ GAUGE.															
11	(*a*)	Assam-Bengal . .		0·25	0·27	0·48	0·51	1·00	1·05	0·07	0·08	0·08	0·10	0·45	0·49	...	...
12	(*a*) & (*b*)	Bengal and North-Western.		0·12	0·14	0·22	0·26	0·71	0·63	0·05	0·06	0·04	0·05	0·32	0·29	...	...
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar		0·21	0·26	0·40	0·47	1·77	1·95	0·05	0·07	0·11	0·09	1·39	1·28	...	...
15	(*a*) & (*b*)	Burma . . .		0·22	0·24	0·65	0·72	1·11	1·12	0·08	0·09	0·08	0·09	0·45	0·46	...	...
3	(*b*) & (*c*)	Eastern Bengal .		0·16	0·16	0·42	0·45	1·06	0·82	0·05	0·05	0·07	0·07	1·02	0·39	...	...
7	(*c*)	Hyderabad-Godavari Valley.		0·31	0·38	0·50	0·55	0·46	0·49	0·07	0·08	0·06	0·06	0·46	0·51	...	...
18	(*a*) to (*d*)	Jodhpur-Bikaner .		0·11	0·12	0·23	0·23	1·30	1·29	0·11	0·11	0·10	0·11	0·43	0·48	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·21	0·23	0·55	0·66	1·37	1·34	0·09	0·09	0·06	0·06	0·51	0·56	...	...
10	(*d*)	Nilgiri . . .		1·04	1·06	5·25	5·52	16·82	15·52	0·35	0.23	0·95	1·07	4·19	4·75	...	...
2	(*h*) to (*n*)	Rajputana-Malwa .		0·22	0·26	0·51	0·58	1·19	1·11	0·09	0·09	0·08	0·08	0·66	0·75	...	...
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·15	0·20	0·22	0·23	1·10	0 94	0·06	0·06	0·06	0·05	0·21	0·35	...	...
10	(*f*)	Shoranur-Cochin .		*	†	*	†	*	†	*	†	*	†	*	†	*	†
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .		0·20	0·21	0·63	0·63	1·50	1·34	0·06	0·05	0·09	0·09	0·55	0·79	0·01	0·01
21	(*a*)	Udaipur-Chitorgarh		0·51	0·58	0·23	0·29	1·19	1·27	0·12	0·06	0·09	0·10	0·64	0·53	0·06	...
		2′ 6″ GAUGE.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·26	0·28	0·37	0·38	1·05	0·92	0·10	0·11	0·05	0·06	0·41	0·44	...	...
8	*b*)	Kalka-Simla . .		0·99	0·95	2·35	2·65	5·81	8·91	0·70	0·77	0·17	0·28	—2·57	9·62	...	...
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai .		0·64	0·66	2·02	1·70	4·71	3·67	1·83	0·96	0·23	0·25	1·08	0·98	...	...
10	(*j*)	Morappur-Dharmapuri		0·05	0·02	0·55	0·61	2·75	3·29	0·44	0·41	0·10	0·11	5·36	1·37	...	...
1	(*f*)	Purulia-Ranchi .		0·46	0·43	0·31	0·49	0·74	0·81	0·18	0·16	0·14	0·23	0·13	0·27	...	...
1	(*g*)	Raipur-Dhamtari .		0·52	0·67	0·70	0·98	0·87	1·17	0·21	0·29	0·10	0·15	1·27	0·81	...	...
10	(*k*)	Tirupattur-Krishnagiri.		0·05	0·04	0·68	0·59	3·61	3·53	0·51	0·55	0·09	0·12	0·25	1·78	...	...

* Information
† Included

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IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

143-B *c*		143-C *c*		144 *c.*		145 *c.*						146 *a.*		147 *a.*		148 *a.*		
LOCOMOTIVE EXPENSES—*concld.*												TABLE C.—CARRIAGE AND WAGON EXPENSES.						NUMBER.
TON-MILES.												PER TOTAL TRAIN-MILE.						
Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		Fuel consumed in terms of— Coal (Kurhurbaree).		Wood.		General Superintendence (including office expenses).		Repairs and renewals of coaching vehicles.		Repairs and renewals of goods vehicles.		Main head.
Rs.		*Rs.*		*Rs.*		*Rs.*		*lbs.*		*lbs.*		*Annas.*		*Annas.*		*Annas.*		
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·02	0·01	0·01	0·30	0·26	1·68	1·71	162·41	159·77	...	...	0·25	0·28	1·35	1·09	1·43	1·33	1
0·05	0·06	...	...	0·14	0·20	2·52	2·83	159·37	172·49	...	...	0 32	0·33	1·42	1·56	0·94	0·80	2
0 06	0·04	...	...	0·11	0·08	2·35	1·57	183·70	172·55	...	...	0·31	0·24	2·00	0·91	1·06	0·87	3
0·02	0·02	...	0·02	0·16	0·10	1·07	1·00	143·33	134·86	...	...	0·20	0·22	1·39	0·77	1·96	1·79	4
0·04	0·04	...	...	0·22	0·18	2·57	2·54	189·99	183·70	...	...	0·25	0·27	1·41	1·60	0·63	1·33	5
0·07	0·04	...	...	0·25	0·24	3·55	2·80	254·35	213·12	...	...	0·44	0·42	1·89	1·75	2·09	1·29	6
0·01	0·01	...	...	0·10	0·09	1·48	1·52	192·37	190·64	...	...	0·19	0·17	0·66	0·96	1·18	0·74	7
0·07	0·09	...	...	0·37	0·33	3·21	2·69	198·40	193·61	...	...	0·15	0·20	0·90	0·91	0·68	1·08	8
0·02	0·04	...	...	0·27	0·24	1·93	1·68	187·94	182·15	...	...	0 32	0·32	3·62	1·17	9·76	3·24	9
0·04	0·05	...	...	0·18	0·21	4·07	4·14	271·81	248·10	...	...	0·18	0·20	1·01	0·74	1·27	0·61	10
0·01	0·01	...	...	0·55	0·26	2·89	2·77	234·80	233·00	...	...	0·53	0·38	0·58	0·66	0·86	0·77	11
0·01	0·02	...	...	0·18	0·23	1·65	1·68	192·64	192·66	...	...	0·16	0·17	0·50	0·43	0·47	0·48	12
0·03	0·04	...	...	0 07	0·05	4·03	4·21	217·20	226·64	...	...	0 15	0·18	0·85	0·83	0 21	0·28	14
0·04	0·04	...	...	0·08	0·14	2·71	2·90	178·76	175·28	...	...	0·31	0·33	0·71	1·39	1·29	1·39	15
0·06	0·05	...	...	0·44	0·27	3·28	2·26	198·33	102·76	...	...	0·33	0·34	1·45	1·29	1·15	0·83	3
0·01	0·02	...	...	0·38	0·25	2·25	2·34	206·57	222·62	...	...	0·13	0·14	0·41	0·37	0·18	0·13	7
0·06	0·04	...	...	0·19	0·16	2 53	2·54	207·18	218·11	...	...	0·12	0·13	0·56	0·63	0 62	0·84	18
0·07	0·08	...	...	0·39	0·39	3·25	3·41	211·27	215·04	...	...	0·27	0·28	1·00	1·04	0·98	1·20	6
0·09	0·17	...	...	2·08	2·75	30·77	31·07	2,577·22	2,325·02	...	...	0·34	0·42	0·69	0·81	0·40	0·30	10
0·12	0·06	...	...	0·17	0·18	3·04	3·11	172 18	184·14	...	...	0·27	0·30	1·59	1·04	1·15	1·05	2
0·06	0·06	...	...	0·06	0·11	1·92	2·00	...	...	553·05	466·42	0·27	0·32	1·11	0·59	0·78	0·73	20
*	†	*	†	*	†	*	†	*	†	*	†	*	†	*	†	*	†	10
0·04	0·05	...	...	0·08	0·10	3 16	3·27	194·76	191·00	...	...	0·21	0·21	2·21	0·75	0·95	1·22	10
0·14	0·18	...	...	0·01	...	2·99	3·01	150·70	161·27	...	...	0·40	0·40	0·70	0·55	0 51	0·28	21
0·01	0·01	...	...	0·50	0·53	2·75	2·73	392·90	350·23	...	...	0·20	0·17	0·54	0·99	0·60	1·67	1
0·42	0·41	...	...	0·94	1·11	8·81	21·70	987·41	866·97	...	...	0·23	0·28	1·92	1·52	1·58	2·17	8
...	0·03	...	...	1·95	1·35	12·46	9·60	442·41	527·03	...	...	0·12	0·15	0·16	0·48	0·49	0·28	8
...	...	...	...	0·05	...	9·30	5·81	359·64	317·05	...	...	0·02	0·01	0·32	0·68	...	0·35	10
...	0·01	...	...	0·18	0·22	2·14	2·62	303·73	341·30	...	...	0·37	0·34	0·38	0·59	0·61	0·43	1
0·01	0·01	...	...	1·39	0·83	5·07	4·91	337·48	459·16	...	...	0·19	0·17	0·10	0·18	—0·02	0·15	1
...	...	...	...	0·05	...	5·24	6·61	406·42	266·81	...	...	0·02	0·02	0·03	0·13	...	0·06	10

not furnished.
with the South Indian railway (3'3½" gauge).

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of by. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	148-A *a*.	149 *a*.	149-A *a*.	150 *a*.	151 *a*.	146 *b*.	147 *b*.
				TABLE C.—CARRIAGE AND WAGON						
				PER TOTAL TRAIN-MILE—*concld.*					PER 1,000	
Main head.	Sub-head.			Repairs and renewals of machinery, tools and plant. *Annas.*	Cleaning and oiling. *Annas.*	Electricity and repairs and renewals of electric plant. *Annas.*	Other charges (net). *Annas.*	Total Carriage and Wagon expenses. *Annas.*	General Superintendence (including office expenses). *Rs.*	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. *Rs.*
				1909.	1909.	1909.	1909.	1909.	1909.	1909.
				1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.
		5′ 6″ GAUGE.								
1	(*a*)	Bengal-Nagpur		0·02 0·02	0·61 0·65	0·01 0·01	0·13 0·01	3 80 3·39	0·54 0 64	12 87 9·15
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·24 0·28	0·39 0·42	... ...	0·02 0·03	3·33 3·42	0·84 0·93	9·66 9·68
3	(*a*)	Eastern Bengal		0·03 0·02	0·42 0·34	... ...	0·03 0·05	3·85 2·43	0 91 0·58	13 97 5·48
4	(*a*) to (*d*)	East Indian		0·08 0·06	0·24 0·26	0·03 0·04	... *—0·05*	3·90 3·09	0·43 0·48	11·49 5·76
5	(*a*) to (*g*)	Great Indian Peninsula		0·07 0·08	0·38 0·39	... ...	0·02 0·01	2·76 3·68	0·91 1·02	12·95 13·25
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·12 0·07	0·38 0·37	... ...	... ...	4·92 3·90	1·41 1·47	14·73 13·85
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·01 0·01	0·28 0·29	... ...	... ...	2·32 2·17	0·47 0·41	6·79 9·07
8	(*a*) to (*g*)	North Western		0·11 0·10	0·45 0·50	... ...	0·05 0·04	2·34 2·83	0·46 0·61	7·88 7·23
9	(*a*) & (*b*)	Oudh and Rohilkhand		0·15 0·11	0·37 0·36	... ...	0·01 0·02	14·23 5·23	0·96 0·97	35·39 9·68
10	(*a*)	South Indian		0·04 0·08	0·36 0·37	... ...	... 0·01	2·86 2·10	0·76 0·86	10·26 7·23
		3′ 3⅜″ GAUGE.								
11	(*a*)	Assam-Bengal		0·02 0·01	0·34 0·33	... ...	0·06 ...	2·37 2·15	1·79 1·40	4·06 4·86
12	(*a*) & (*b*)	Bengal and North-Western.		0·05 0·04	0·30 0·35	... ...	0·02 0·01	1·50 1·48	0·35 0·40	2·76 1·97
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar		0·04 0·05	0 19 0·23	... ...	... 0·01	1·44 1·58	0·51 0·63	5·24 4·48
15	(*a*) & (*b*)	Burma		0·05 0·04	0·26 0·28	... ...	0·04 0·03	2·66 3·46	0·80 0·92	4·93 9·51
3	(*b*) & (*c*)	Eastern Bengal		0·06 6·04	0·41 0·43	... ...	0·07 0·03	3·47 2·96	0·89 0·96	8·50 7·52
7	(*c*)	Hyderabad-Godavari Valley.		0·01 0·01	0·15 0·17	... ...	0·01 ...	0·89 0·82	0·41 0·47	3·02 2·52
18	(*a*) to (*d*)	Jodhpur-Bikaner		0·11 0·06	0·22 0·20	... ...	0·01 0·02	1·64 1·88	0·37 0·38	3 97 4·23
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·04 0·05	0·17 0·19	... ...	*—0·01* ...	2·45 2·76	0·82 0·85	8·96 8·54
10	(*d*)	Nilgiri		0·03 0·04	1·09 1·44	... ...	... ...	2·55 3·01	4·10 4·91	12·85 14·21
2	(*h*) to (*n*)	Rajputana-Malwa		0·08 0·11	0·28 0·32	... ...	0·01 0·04	3·38 2·86	0·66 0·76	10·00 5·78
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·04 0·05	0·30 0·33	... ...	0·02 0·03	2·52 2·05	0·53 0·91	7·93 3·47
10	(*f*)	Shoranur-Cochin		* †	* †	* †	* †	* †	* †	* †
10	(*b*),(*c*) (*e*) & (*g*) to (*i*)	South Indian		0·05 0·04	0 33 0·32	... ...	*—0·04* 0·01	3·71 2·55	0 65 0·66	13·20 4·51
21	(*a*)	Udaipur-Chitorgarh		0·01 0·01	0·45 0·52	... ...	... ...	2·07 1·71	0·94 1·03	2·76 2·26
		2′ 6″ GAUGE.								
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·04 0·01	0·41 0·47	... ...	0·01 0·01	1·80 3·32	0·50 0·44	3·13 5·65
8	(*h*)	Kalka-Simla		0·03 0·03	0 32 0·34	... ...	... 0·01	4·08 4·35	1·89 0·22	31·44 22·18
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		0·01 ...	0·66 0·63	... ...	0·01 ...	1·45 1·54	0·75 0·97	1·96 5·48
10	(*j*)	Morappur-Dharmapuri		... ...	0·33 0·62	... ...	... ...	0·67 1·66	0·12 0·05	2·06 4·78
1	(*f*)	Purulia-Ranchi		... 0·03	0·47 0·52	... ...	0·01 0·04	1·84 1·95	1·00 0·89	1·82 2·55
1	(*g*)	Raipur-Dhamtari		0·01 0·01	0·24 0·25	... ...	0·01 0·01	0·53 0·77	0·73 0·86	1·11 1·54
10	(*k*)	Tirupattur-Krishnagiri.		... ...	0·62 0·68	... ...	... ...	0·67 0·89	0·11 0·10	0·24 0·98

* Information
† Included with the

11—*contd.*

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ng each half of the calendar year 1909.

re these statistics.]

148*b*.	148-A*b*.	149*b*.	149-A*b*.	150*b*.	151*b*.	152*a*.	153*a*.	154*a*.	NUMBER.
XPENSES—*concluded.*						TABLE D.—TRAFFIC EXPENSES.			
VEHICLE MILES RUN BY HOME VEHICLES.						PER TOTAL TRAIN-MILE.			
Repairs and renewals of goods vehicles calculated on goods vehicle mileage. *Rs.*	Repairs and renewals of machinery, tools and plant. *Rs.*	Cleaning and oiling *Rs.*	Electricity and repairs and renewals of electric plant. *Rs.*	Other charges (net). *Rs.*	Total Carriage and Wagon expenses. *Rs.*	General superintendence (including office expenses). *Annas.*	Station staff. *Annas.*	Train staff. *Annas.*	Main head.
1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half.	1st half. 2nd half.	
3·99 4·17	0·04 0·05	1·31 1·49	0·02 0·03	0·27 0·02	8·18 7·76	0·97 1·08	2·77 2·83	0·89 0·91	1
3·99 4·19	0 63 0·80	1·01 1·19	... ...	0·04 0·10	8·69 9·72	0·66 0·82	3·69 3·70	0·67 0·71	2
5·40 3·44	0 09 0·06	1·25 0·80	... ...	0·12 0·10	11·39 5·79	1·28 1·18	7·68 6·81	1·30 1·30	3
5·84 5·43	0·18 0 13	0·52 0·55	0·07 0·10	... *—0·12*	8·56 6·67	0·94 1·01	3·22 2·53	1·31 1·36	4
3·65 9·50	0·24 0·30	1·34 1·49	... ...	0·06 0·05	9 82 14·11	0 58 0·62	2·31 2·42	1·39 1·45	5
11·24 8·30	0·37 0·24	1·20 1·32	... ...	... ...	15·66 13·82	0·80 0·76	2·49 2·45	0·82 0·82	6
3·72 2·33	0·03 0·01	0·69 0·68	... ...	0·01 ...	5·64 5·13	0·70 0·79	1·76 1·81	0·80 0·96	7
3·09 5·19	0·32 0·29	1·35 1·49	... ...	0·14 0·11	7·01 8·17	0·61 0·71	2·71 2·98	1·03 1·10	8
41·78 14·68	0·45 0·30	1·11 1·05	... ...	0·02 0·05	42·37 15·28	0·95 1·03	3·05 3·00	1·15 1·14	9
9·21 4·56	0·15 0·33	1·54 1·57	... ...	... 0·02	12·12 8·48	0·73 0·87	1·89 2·12	0·66 0·79	10
5·56 5·42	0·02 0·03	1·17 1·23	... ...	0·10 ...	7·93 7·81	1·20 1·19	3·27 3·42	0 89 0·84	11
1·79 2·30	0·11 0·08	0·65 0·80	... ...	0·03 0·03	3·31 3·34	0 52 0·59	1·65 1·83	0·48 0·52	12
1·63 2·72	0·13 0·15	0 64 0·78	... ...	... 0·05	4·90 5·47	0·73 0·60	1·63 1·83	0 34 0·38	14
5·21 6·62	0·14 0·11	0·68 0·81	... ...	0·09 0·08	6·82 9·72	0·80 0·84	2·37 2·26	0·74 0·77	15
5·38 4·37	0·17 0·13	1·08 1·18	... ...	0·18 0·09	9·22 8·22	1·07 1·04	3·97 3·93	0 93 0·98	3
1·05 0·94	0·04 0·02	0·48 0·57	... ...	0·02 0·01	2·88 2·82	0·79 0·98	1 52 1·66	0·75 0·77	7
3·43 4·52	0·36 0·18	0·66 0·62	... ...	0·05 0·06	5·11 5·63	0 54 0·53	1 04 1·13	0·24 0·24	18
4·43 5·66	0·12 0·13	0·53 0·57	... ...	*—0·02* ...	7·40 8·27	0·64 0·68	1·67 1·65	0·55 0·58	6
13·39 10·48	0·37 0·52	13·04 16·96	... ...	... 0·01	30·55 35·39	0·72 0·84	2 91 3·58	1·52 1·24	10
4·54 4·64	0·20 0·27	0·66 0·79	... ...	0·03 0·10	8·20 7·06	0·64 0·74	2·25 2·59	0·80 0·81	2
2·16 3·82	0·08 0·14	0·60 0·92	... ...	0·04 0·07	5·04 5·69	0·69 0·83	2·02 2·27	0·49 0·53	20
* †	* †	* †	* †	* †	* †	* †	* †	* †	10
6·45 8·20	0·14 0·12	1·08 1·03	... ...	*—0·13* 0·04	11·77 8·11	0·86 0·79	2·05 2·00	0·56 0·57	10
3·01 1·92	0·03 0·01	1·07 1·31	... ...	... ...	4·91 4·51	1·72 1·79	2·26 2·18	0·32 0·31	21
2·66 7·62	0·10 0·01	1·03 1·20	... ...	0·04 0·02	4·53 8·42	1·10 1·00	1·84 1·88	0·90 0·92	1
27·18 37·07	0·27 0·23	2·71 0·27	... ...	0·04 0·05	34·28 34·22	1·54 1·67	3·56 3·82	0·90 1·00	8
6·71 4·48	0·06 ...	4·28 4·21	... ...	0·09 0·03	9 39 10·27	0·58 0·65	1·84 2·33	0·61 0·53	8
0·06 6·68	... 0·01	1·74 3·20	... ...	... ...	3·54 8·55	0·20 0·26	0·64 0·72	0·19 0·51	10
3·74 2·94	0·01 0·07	1·28 1·36	... ...	0·01 0·11	4·97 5·13	1·29 0·38	1 81 1·80	0·25 0·28	1
—0·14 1·85	0·02 0·02	0.93 1·25	... ...	0·03 9·06	2·03 3·86	0·24 0·23	1·78 1·19	0·56 0·57	1
0 03 0·75	... ...	3·11 3·19	... ...	... ...	3·41 4·18	0·22 0·33	0·87 1·06	0 21 0·21	

not furnished.
South Indian railway (3' 3⅜" gauge).

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[APPEND

Analysis of working of each railway sy

[Note.—Railways not shown d

Classification No. of Ry. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	155*a*.		156*a*.		157*a*.		158*a*.		159*a*.		160*a*.		161*a*.	
				TABLE D—													
				Per total Train Mile													
Main head.	Sub-head.			Fuel, lighting, water and general stores.		Clothing.		Printing, stationery and tickets.		Charges for delivery and collection of goods, etc.		Miscellaneous expenses		Payments to other lines.		Other charges (net).	
				Annas.		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		0·63	0·58	0·08	0·07	0·26	0·29	0·01	0·01	0 01	0·01	0·60	0·67	...	0·01
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·84	0·70	0·17	0·11	0·49	0·56	...	...	0·01	0·01	0·02	0·01	0·01	0·04
3	(*a*)	Eastern Bengal . .		1·28	0·88	0·09	0·04	0·90	0·45	0·02	0·02	0 03	0·01	...	...	0·01	0·03
4	(*a*) to (*d*)	East Indian . .		0·72	0·69	0·08	0·08	0·25	0·28	0·01	0·02	0·03	0·01	0·10	0·11	0·02	0·01
5	(*a*) to (*g*)	Great Indian Peninsula.		0 65	0·85	0·12	0·08	0·19	0·35	0·01	0·01	0·01	0·01	0 10	0·10	0·01	0·01
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·55	0·58	0·07	0·06	0·51	0·36	0·03	0·03	0·03	0·04	0·01	0·02	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·46	0·55	0·10	0·03	0 24	0·20	...	...	0·01	0·02	0·38	0·29	...	0·01
8	(*a*) to (*g*)	North-Western . .		0·72	0·72	0·14	0·12	0·26	0·28	...	...	...	...	...	—*0·02*	0·03	0·07
9	(*a*) & (*b*)	Oudh and Rohilkhand		0·46	0·53	0 08	0·08	0·28	0·27	...	...	...	0·01	0·23	0·22	0·01	0·02
10	(*a*)	South Indian . .		0·34	0·33	0·11	0·03	0·10	0·03	0·02	0·02	0·06	0·02	0·06	0·05	...	...
		3′ 3¾″ Gauge.															
11	(*a*)	Assam-Bengal . .		0·58	0·62	—*0·01*	0·11	0·29	0·51	...	...	...	0·01	...	...	0·01	...
12	(*a*) & (*b*)	Bengal and North-Western.		0·44	0·46	0·03	0·05	0·26	0·24	...	...	0·03	0·04	0·12	0·13	0·05	0·01
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		0 67	0·56	0·06	0·02	0·48	0·38	...	...	0·01	0·01	0·14	0·17	0·01	0·01
15	(*a*) & (*b*)	Burma . . .		0·63	0·51	0·07	0·15	0·30	0·27	...	...	0·02	0·02	...	...	0·03	0·03
3	(*b*) & (*c*)	Eastern Bengal . .		0·86	0·79	0·03	0·07	0·77	0·37	...	...	0·01	0·01	...	...	0·07	0·05
7	(*c*)	Hyderabad-Godavari Valley.		0 40	0·50	0·12	0·04	0·22	0·21	...	...	0·02	0·02	0·24	0·32	0·01	0·01
18	(*a*) to (*d*)	Jodhpur-Bikaner .		0·41	0·37	0·04	0·02	0·17	0·25	...	...	...	0·01	0·24	0·32	0·01	0·02
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·32	0·39	0·09	0·06	0 32	0·36	...	...	0·04	0·03	0·13	0·07	0·02	0·02
10	(*d*)	Nilgiri . . .		0·06	0·19	0·04	...	0 11	0·03	0·01	0·03	...	0·02	...	...	0·01	...
2	(*h*) to (*n*)	Rajputana-Malwa .		0·66	0·73	0·06	0·08	0·39	0·35	...	...	0·03	0·03	0·23	0·28	...	...
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·72	0·81	0·03	0·05	0·51	0·41	...	...	0·03	0·04	0·51	0·23	...	0·01
10	(*f*)	Shoranur-Cochin .		*	†	*	†	*	†	*	†	*	†	*	†	*	†
10	(*b*) (*c*) (*e*) & (*g*) to (*i*)	South Indian . .		0·74	0·53	0·10	0·02	0·37	0·78	...	...	0·04	0·05	0·02	0·02	...	...
21	(*a*)	Udaipur-Chitorgarh.		0·26	0·33	0·08	0·14	0·38	0·48	...	...	0·03	0·04	0·42	0·46	...	...
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·75	0·69	0·06	0·07	0·07	0·06	...	...	0·02	0·02	0·32	0·34	0·01	...
8	(*h*)	Kalka-Simla . .		1·07	0·57	0·33	0·66	0·18	0·37	0 05	0·06	...	0·03	...	0·54	0·05	0·04
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		0·76	0·75	0·11	0·11	0·26	0·28	...	...	...	...	...	...	0·03	0·07
10	(*j*)	Morappur-Dharmapuri		0·01	0·09	0·01	...	0·03	0·02	...	...	...	0·01	...	...	...	...
1	(*f*)	Purulia-Ranchi . .		0·07	0·84	0·04	...	0·04	0·03	...	...	0·02	0·02	...	...	0·01	...
1	(*g*)	Raipur-Dhamtari .		0 06	0·07	0·04	...	0·06	0·04	...	...	0·02	0·02	...	...	...	...
10	(*k*)	Tirupattur-Krishnagiri.		0·01	0·09	0·01	...	0·03	0·02	...	...	...	0·01	...	...	...	...

* Information not
† Included with

11—*continued.*

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ng each half of the calendar year 1909.

are these statistics.]

162*a*.	152*b*.	153*b*.	154*b*.	155*b*.	156*b*.	157*b*.	158*b*.	159*b*.	NUMBER.
TRAFFIC EXPENSES—*contd.*									
—*concld.*	PER CENT. OF TRAFFIC EARNINGS (*Abstracts H. and I. of Revenue Accounts.*)								
Total Traffic expenses.	General superintendence (including office expenses).	Station staff.	Train staff.	Fuel, lighting, water and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.	Miscellaneous expenses.	Main head.
Annas.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	
1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	
6·22 6·46	1·39 1·79	3·98 4·70	1·28 1·52	0·90 0·96	0·11 0·12	0·38 0·48	0·01 0·02	0·01 0·02	1
6·56 6·66	0·74 1·06	4·11 4·82	0·74 0·93	0·93 0·91	0·19 0·14	0·55 0·72	... ...	0·01 0·01	2
12·59 10·72	2·21 1·70	13·28 9·77	2·25 1·87	2·20 1·26	0·17 0·06	1·56 0·65	0·03 0·03	0·07 ...	3
6·68 7·10	1·41 1·51	4·82 5·23	1·95 2·01	1·08 1·02	0·12 0·12	0·37 0·41	0·02 0·02	0·04 0·02	4
5·37 5·90	0·98 1·06	3·87 4·12	2·33 2·48	1·08 1·45	0·20 0·13	0·32 0·60	0·02 0·02	0·03 0·02	5
5·31 5·12	1·18 1·21	3·70 3·88	1·21 1·29	0·83 0·92	0·11 0·10	0·77 0·57	0·05 0·05	0·05 0·06	6
4·45 4·66	1·09 1·37	2·75 3·18	1·23 1·68	0·71 0·96	0·16 0·05	0·37 0·35	0·01 0·01	0·02 0·04	7
5·50 5·96	1·05 1·23	4 72 5·18	1·80 1·92	1·25 1·26	0·25 0·20	0·44 0·49	0·01 0·01	0 01 0·01	8
6·21 6·30	1·79 2·23	5 77 6·48	2·17 2·45	0 87 1·14	0·15 0·18	0·52 0·58	... 0·01	*-0·01* 0·01	9
3·97 4·26	1·43 1·71	3·67 4·18	1·27 1·55	0·66 0·66	0·21 0·06	0·20 0·06	0·04 0·03	0·12 0·04	10
6 23 6·70	2·88 2·87	7·82 8·27	2·12 2·02	1·39 1·50	*-0·01* 0·27	0·71 1·23	... ...	... 0·03	11
3·58 3·87	1·17 1·54	3·71 4·78	1·07 1·35	1·00 1·21	0·06 0·14	0·57 0·64	... ...	0·06 0·09	12
4·07 3·96	1·57 1·44	3·53 4·34	0·73 0·89	1·45 1·34	0·14 0·04	1·04 0·90	... ...	0·02 0·04	14
4·96 4·85	1·40 2·08	4·19 5·60	1·30 1·91	1·11 1·27	0·13 0·37	0·52 0·68	... ...	0·04 0·05	15
7·71 7·24	2·04 1·90	7·63 7·18	1·79 1·78	1·66 1·44	0·07 0·13	1·46 0·67	... ...	0·02 0·02	3
4·07 4·57	1·59 2·23	3·08 3·77	1·52 1·76	0·81 1·14	0·23 0·09	0·44 0·47	... ...	0·04 0·04	7
2·69 2·89	1·37 1·43	2·66 3·07	0 62 0·65	1·06 1·00	0·12 0·05	0·43 0·68	... ...	... 0·03	18
3·78 3·84	1·37 1·68	3 60 4·05	1·19 1·42	0·69 0·97	0 20 0·13	0·67 0·87	... ...	0·09 0·07	6
5·38 5·93	1·13 1·34	4·57 5·74	2·33 1·98	0·09 0·30	0·07 ...	0·18 0·05	0·01 0·05	0·02 0·03	10
5·06 5·61	1·25 1·44	4·37 5·05	1·55 1·58	1 27 1·43	0·12 0·15	0·76 0·69	... ...	0·06 0·05	2
5·00 5·18	1·35 1·77	3·94 4·86	0·96 1·15	1·41 1·74	0·05 0·11	1·00 0·89	... ...	0·06 0·09	20
* †	* †	* †	* †	* †	* †	* †	* †	* †	10
4·74 4·76	1 63 1·61	3 89 4·03	1·03 1·16	1·41 1·09	0 19 0·04	0·70 1·59	... 0·01	0·03 0·11	10
5·47 5 ·73	2·19 2·93	2·89 3·55	0·41 0·51	0·34 0·55	0·11 0·22	0·48 0·78	... ...	0 04 0·05	21
5·07 4·98	3·15 3·51	5·25 6·62	2·56 3·23	2·15 2·44	0·18 0·23	0·19 0·21	... ...	0·07 0·06	1
7·68 8·76	2·90 2·43	6·71 5·58	1·69 1·50	2·01 0·84	0·63 0·96	0·35 0·54	0·10 0·08	... ...	8
4·19 4·72	4·57 4·49	14·58 16·17	4·87 3·67	6·00 5·21	0·89 0·80	2·02 1·96	... ...	0·02 0·02	8
1·08 1·61,	1·41 1·68	4·48 4·59	1·31 3·21	0·09 0·57	0·07 ...	0·17 0·10	... ...	0·02 0·06	10
3·53 3·35	2·37 0·80	3·33 3·87	0·46 0·61	0·13 1·81	0·08 ...	0·07 0·05	... ...	0·03 0·03	1
2·76 2·12	0·68 0·86	5·13 4·46	1·61 2·12	0·17 0·26	0·12 ...	0·17 0·15	... ...	0·07 0 03	1
1·35 1·72	1·52 1·61	5·98 5·16	1 41 1·01	0·09 0·45	0·07 ...	0·17 0·08	... ...	0·02 0·05	10

furnished.
the South Indian railway (3′ 3⅜″ gauge).

APP

[APPEND

Analysis of working of each railway syst

[Note.—Railways not shown do

Classification No. of Ry. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	160*b*.		161*b*.		162*b*.				163*a*.		164*a*.		165*a*.	
				TABLE D.—TRAFFIC EXPENSES—*concld.*								TABLE E.—					
				Per cent of Traffic Earnings. (*Abstracts H. and I. of Revenue Accounts*)—concld.								Per Total					
Maid head.	Sub-head.			Payments to other lines.		Other charges (net).		Total Traffic expenses.		General superintendence per cent on traffic earnings (including steam-boat).		Home expenditure.		Agent's Office salaries and expenses.		Audit, accounts and pay office.	
				Per cent.		*Per cent.*		*Per cent.*		*Per cent.*		*Annas.*		*Annas.*		*Annas.*	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		0·87	1·12	0·01	0·02	8·94	10·75	1·39	1·79	0·70	0·74	0·31	0·30	0·79	0·84
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·02	0·02	0·01	0·06	7·30	8·67	0·74	1·06	0·48	0·56	0·29	0·29	0·88	0·87
3	(*a*)	Eastern Bengal . .		...	...	0·02	0·05	21·79	15·39	2·21	1·70	0·10	...	0·36	0·29	0·91	0·81
4	(*a*) to (*d*)	East Indian . .		0·15	0·16	0·02	0·02	9·98	10·52	1·41	1·50	0·33	0·40	0·15	0·16	0·45	0·50
5	(*a*) to (*g*)	Great Indian Peninsula.		0·16	0·17	0·01	0·02	9·00	10·07	0·98	1·06	0·33	0·36	0·15	0·16	0·60	0·66
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·01	0·03	...	...	7·91	8·11	1·18	1·21	0·60	0·63	0·21	0·23	0·77	0·83
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·60	0·52	...	0·01	6·94	8·17	1·09	1·37	0·48	0·56	0·26	0·27	1·10	1·10
8	(*a*) to (*g*)	North Western . .		...	—*0·04*	0·04	0·12	9·57	10·38	1·05	1·23	0·06	...	0·12	0·13	0·45	0·48
9	(*a*) & (*b*)	Oudh and Rohilkhand		0·45	0·48	0·02	0·05	11·73	13·61	1·79	2·23	0·13	...	0·26	0·28	0·68	0·76
10	(*a*)	South Indian . .		0·11	0·10	...	...	7·71	8·39	1·43	1·71	0·59	0·68	0·19	0·16	0·74	0·62
		3′ 3¾″ Gauge.															
11	(*a*)	Assam-Bengal . .		...	...	0·01	0·01	14·92	16·20	2·88	2·87	1·26	1·18	0·65	0·67	1·02	1·07
12	(*a*) & (*b*)	Bengal and North-Western.		0·27	0·32	—*0·06*	0·03	7·85	10·10	1·09	1·52	0·47	0·48	0·18	0·17	0·49	0·60
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		0·30	0·40	0·02	0 02	8·80	9·41	1·57	1·44	0·07	0·09	0·42	0·51	0·76	0·94
15	(*a*) & (*b*)	Burma		...	...	0·06	0·08	8·75	12·04	1·40	2·08	0·65	0·66	0·28	0·30	0 56	0·59
3	(*b*) & (*c*)	Eastern Bengal . .		...	...	0·13	0·10	14·89	13·22	1 86	1·73	Included with the 5′ 6″ gauge.					
7	(*c*)	Hyderabad-Godavari Valley.		0·49	0·73	0·01	0·01	8·21	10·24	1·59	2·23	0·57	0·75	0 31	1·35	1·30	1·46
18	(*a*) to (*d*)	Jodhpur-Bikaner .		0·62	0·87	0·03	0·03	6·91	7·81	1·37	1·43	...	...	0·14	0·22	0·43	0·46
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·29	0·18	0·04	0·04	8·14	9·41	1·37	1·68	0·56	0·61	0·18	0·18	0·55	0·56
10	(*d*)	Nilgiri . . .		...	...	...	...	8·45	9·49	1·13	1·34	0·64	0·77	0·21	0·18	0·81	0·71
2	(*h*) to (*n*)	Rajputana-Malwa .		0·45	0·54	...	0·01	9·83	10·94	1·25	1·44	0·47	0·55	0·17	0.20	0·51	0·60
20	(*a*) & (*b*)	Rohilkund and Kumaon.		1·00	0·49	...	0·01	9·77	11·11	1·35	1·77	0·77	0·88	0·36	0·27	0·78	1·10
10	(*f*)	Shoranur-Cochin .		*	†	*	†	*	†	*	†	*	†	*	†	*	†
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .		0·04	0·04	—*0·01*	...	8·99	9·73	1·03	1·61	0·61	0·53	0·23	0·15	0·77	0·76
21	(*a*)	Udaipur-Chitorgarh .		0·54	0·76	...	...	7·00	9·35	2·19	2·93	...	...	1·30	1·36	1·36	1·01
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·93	1·20	0·04	0·01	14·52	17·51	3·15	3·51	1·88	1·90	0·14	0·14	0·40	0·42
8	(*h*)	Kalka-Simla . .		...	0·79	0·09	0·06	14·48	12·78	2·90	2·43	...	...	0·60	0·76	0·33	0·56
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		...	...	0·21	0·46	33·16	32·78	4·57	4·49	0·06	...	0·12	0·13	0·45	0·45
10	(*j*)	Morappur-Dharmapuri		...	...	...	...	7·55	10·21	1·41	1·68	0·13	0·62	0·04	0·02	0·18	0·10
1	(*f*)	Purulia-Ranchi . .		...	...	0·01	...	6·48	7·17	2·37	0·80	1·76	1·74	0·24	0·21	0·62	0·57
1	(*g*)	Raipur-Dhamtari .		...	...	...	...	7·95	7·93	0·68	0·86	2·34	2·55	0·14	0·12	0·52	0·51
10	(*k*)	Tirupattur-Krishnagiri.		...	...	...	...	9·26	8·36	1·52	1·61	0·14	0·91	0·05	0·05	0·18	0·21

* Information not
† Included with

DIX 11—*contd.*

IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

166 *a*	167 *a*	168 *a*	168 A *a*	169 *a*	170 *a*	171 *a*	172 *a*	173 *a*	Number
GENERAL CHARGES.									
TRAIN-MILE.									

Stores Department.		Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).		Total General charges.		Main head.
Annas.		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas*		*Annas.*		*Annas.*		*Annas.*		
1909.		1909		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half	2nd half.	
0·20	0·23	0·25	0·30	0·30	0·33	...	...	0·29	0·30	0·01	0·04	1·01	1·11	0·01	0·01	3·87	4·20	1
0·35	0·35	0·23	0·23	0·25	0·31	...	...	0·38	0·30	0·02	0·01	0·74	0·77	0·03	0·08	3·65	3·77	2
0·34	0·34	0·24	0·22	0·45	0·42	...	...	0·26	0·25	0·02	0·03	1·00	1·01	0·02	0·02	3·70	3·39	3
0·18	0·20	0·16	0·17	0·24	0·24	0·01	0·03	0·27	0·30	0·01	0·01	0·83	0·82	0·02	0·03	2·65	2·86	4
0·19	0·21	0·11	0·11	0·13	0·13	...	...	0·21	0·23	...	...	0·73	0·79	0·01	0·02	2·46	2·67	5
0·35	0·33	0·18	0·16	0·28	0·27	...	...	0·44	0·45	0·01	0·01	0·81	0·79	0·03	0·02	3·68	3·72	6
0·16	0·17	0·20	0·19	0·30	0·30	...	...	0·56	0·62	0 01	0·01	0·54	0·56	...	...	3·61	3·78	7
0·12	0·13	0·10	0·12	0·25	0·21	...	...	0·15	0·16	0·02	0·01	0 67	0·72	0·05	0·07	1·99	2·03	8
0·24	0·25	0·13	0·15	0·29	0·36	...	...	0·21	0·18	0·04	0·03	0·85	0·90	0·01	0·01	2·84	2·92	9
0·19	0·20	0·31	0·24	0 05	0·03	...	...	0·33	0·37	...	...	0·61	0·89	0·01	0·01	3·02	3·20	10
0·42	0·41	0·35	0·36	0·16	0·21	...	...	0·39	0·55	...	...	1·08	1·02	0·03	0·01	5·36	5·48	11
0·08	0·08	0·09	0·11	0·11	0·14	...	...	0·22	0·31	0·01	0·01	0·54	0·62	0·02	0·01	2·21	2·53	12
0·18	0·22	0·24	0·29	0·21	0·24	...	...	0·58	0·71	...	...	0·65	0·73	0·02	0·01	3·13	3·79	14
0·19	0·21	0·23	0·23	0·26	0·24	...	...	0·43	0·06	0·03	0·02	0·71	0·72	0·01	0·01	3·35	3·34	15
Included with the 5′ 6″ gauge.																		3
0·19	0·23	0·31	0·33	0·30	0·37	...	...	0·50	0·60	0·01	0·01	0·61	0·68	0·01	0·03	4·11	4·81	7
0·11	0·10	0·08	0·06	0·15	0·16	...	...	0·08	0·07	...	...	0·73	0·66	...	...	1·72	1·73	18
0·19	0·21	0·19	0·19	0·19	0·17	...	...	0 34	0·38	0·01	0·01	0·68	0·97	0·01	0·01	2·90	3·29	6
0·20	0·21	0·18	0·21	0·04	...	...	...	0·38	0·50	...	...	0·63	0·99	0·01	0·01	3·10	3·58	10
0·20	0·24	0·12	0·15	0·16	0·22	...	...	0·19	0·40	0·01	0·01	0·73	0·82	0·01	...	2·57	3·19	2
0·15	0·18	0·12	0·13	0·33	0·39	...	...	0·31	0·42	0·01	0·02	0·69	0·78	...	...	3·52	4·17	20
*	†	*	†	*	†	...	...	*	†	*	†	*	†	*	†	*	†	10
0·22	0·21	0·13	0·16	0·20	0·34	...	...	0·33	0·28	0·02	0·03	0·63	0·65	0·01	0·02	3·15	3·13	10
0·14	0·15	0·24	0·25	0·17	0·18	...	...	...	...	...	...	0·90	0·87	0·24	...	4·35	3·82	21
0·09	0·12	0·28	0·34	0·04	0·03	...	...	0·18	0·23	...	...	1·15	1·43	...	...	4·16	4·61	1
0·16	0·17	0·25	0·28	0·28	0·28	...	...	0·29	0·38	0·06	0·20	0·54	0·59	0·14	0·27	2·65	3·41	8
0·12	0·13	0·15	0·10	0·21	0·17	...	...	0·61	0·65	0·02	0·01	0·58	0·78	0·05	0·07	2·37	2·49	8
0·08	0·04	0·04	0·01	0·01	...	...	...	0·14	0·15	...	...	0·16	0·47	...	...	0·78	1·41	10
0·16	0·15	0·32	0·29	...	0·02	...	...	0·06	0·12	...	...	0·63	1·81	...	...	3·79	4·91	1
0·09	0·09	0·11	0·12	0·05	0·10	...	...	0·53	0·43	...	...	0·56	0·42	...	...	4·34	4·34	1
0·08	0·08	0·04	0·03	0·01	...	...	...	0·15	0·19	...	...	0·20	0·62	...	...	0·85	2·09	10

furnished.
the South Indian railway (3′ 3⅜″gauge).

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note.—Railways not shown do not

CLASSIFICATION NO. OF BY. (DETAILED IN "INDEX" TO APPENDIX 9.)			Serial number.	163 *b*		164 *b*		165 *b*		166 *b*		167 *b*		168 *b*		168 A *b*	
				TABLE E.—GENERAL													
				PER CENT ON TOTAL													
Main head.	Sub-head.	Railway system.		Home expenditure. Per cent.		Agent's office—salaries and expenses. Per cent.		Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.	
				1909.		1909.		1909.		1909.		1909.		1909.		1909.	
				1st half	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half
		5′ 6″ GAUGE.															
1	(*a*)	Bengal-Nagpur . .		0·96	1·16	0·43	0·48	1·08	1·32	0·27	0·36	0·33	0·47	0·41	0·51	...	...
2	(*a*) to (*g*)	Bombay, Baroda and Central India . .		0·53	0·71	0·31	0·37	0·96	1·11	0·38	0·45	0·25	0·29	0·27	0·39	...	...
3	(*a*)	Eastern Bengal . .		0·17	...	0·60	0·43	1·52	1·21	0·57	0·50	0·41	0·33	0·76	0·63	...	...
4	(*a*) to (*d*)	East Indian . .		0·49	0·58	0·22	0·23	0·66	0·73	0·26	0·29	0·23	0·25	0·35	0·35	0·01	0·04
5	(*a*) to (*g*)	Great Indian Peninsula.		0·54	0·61	0·25	0·27	0·99	1·11	0·31	0·35	0·18	0·19	0·21	0·22	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta . . .		0·86	0·95	0·31	0·35	1·11	1·27	0·51	0·50	0·27	0·24	0·41	0·43	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State . .		0·70	0·89	0·38	0·42	1·61	1·73	0·24	0 27	0·30	0·30	0·44	0·48	...	...
	(*a*) to (*g*)	North Western . .		0·10	...	0·21	0·23	0·77	0·82	0·21	0·22	0·17	0·20	0·43	0·36	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand.		0·23	...	0·43	0·57	1·20	1·55	0·42	0·50	0·23	0·30	0·52	0·72	...	...
10	(*a*)	South Indian . .		1·00	1·21	0·32	0·29	1·26	1·11	0·34	0·37	0·54	0·42	0·08	0·05	...	...
		3′ 3⅜″ GAUGE.															
11	(*a*)	Assam Bengal . .		2·86	2·69	1·49	1·51	2·33	2·44	0·95	0·93	0·80	0·81	0·36	0·48	...	...
12	(*a*) & (*b*)	Bengal and North-Western		0·96	1·24	0·36	0·44	1·01	1·51	0·16	0·21	0·18	0·28	0·23	0·35	...	...
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		0·15	0·21	0·90	1·17	1·61	2·19	0·37	0·51	0·51	0·68	0·46	0·56	...	...
15	(*a*) & (*b*)	Burma . . .		1·10	1·58	0·47	0·70	0·94	1·40	0·32	0·51	0·38	0·54	0·44	0·56	...	...
3	(*b*) & (*c*)	Eastern Bengal .			Included with the 5′ 6″ gauge.												
7	(*c*)	Hyderabad-Godavari Valley.		1·12	1·65	0·61	0·78	2·56	3·22	0·38	0·51	0·62	0·73	0·59	0·81	...	...
18	(*a*) to (*d*)	Jodhpur-Bikaner .		...	...	0·36	0·56	1·08	1·18	0·27	0·25	0·20	0·16	0·37	0·43	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.		1·18	1·50	0·38	0·45	1·17	1·37	0·42	0·50	0·39	0·47	0·41	0·39	...	...
10	(*d*)	Nilgiri . . .		1·00	1·22	0·32	0·29	1·26	1·14	0·31	0·34	0·28	0·34	0·06	...	...	...
2	(*h*) to (*n*)	Rajputana-Malwa .		0·89	1·06	0·32	0·37	0·97	1·15	0·39	0·47	0·23	0·29	0·32	0·42	...	...
10	(*a*) & (*b*)	Rohilkund and Kumaon.		1·44	1·63	0·68	0·56	1·45	2·27	0·27	0·36	0·21	0·27	0·62	0·80	...	...
10	(*f*)	Shoranur-Cochin .		*	†	*	†	*	†	*	†	*	†	*	†	...	...
10	(*b*),(*c*) (*e*) & (*g*) to (*i*)	South Indian . .		1·13	1·07	0·43	0·29	1·45	1·53	0·40	0·42	0·24	0·32	0·38	0 69	...	...
21	(*a*)	Udaipur-Chitorgarh		...	...	1·64	2·19	1·72	1·62	0·18	0·23	0·29	0·38	0·22	0·30	...	...
		2′ 6″ GAUGE.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpur-Gondia Extensions.		5·18	6·48	0·39	0·49	1·10	1·44	0·25	0·39	0·78	1·17	0·10	0·11	...	...
8	(*h*)	Kalka-Simla . .		...	...	1·12	1·09	0·62	0·81	0·30	0·25	0·47	0·40	0·51	0·40	...	...
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.		0·50	...	0·94	0·91	3·49	3·09	0·97	0·89	1·19	0·65	1·59	1·14	...	...
10	(*j*)	Morappur-Dharmapuri		0·97	3·90	0 31	0·16	1·23	0·63	0·48	0·26	0·28	0·10	0·06	...	...	...
1	(*f*)	Purulia-Ranchi .		3·19	3·69	0·44	0·43	1·14	1·21	0·28	0·31	0·59	0·61	...	0·05	...	...
1	(*g*)	Raipur-Dhamtari .		6·72	9·50	0·40	0·47	1·48	1·91	0·26	0·34	0·31	0·44	0·14	0·39	...	...
10	(*k*)	Tirupattur-Krishnagiri		0·99	4·42	0·32	0·26	1·24	1·01	0·52	0·37	0·28	0·16	0·06	...	...	...

* Information not

†Included with the

DIX 11—*contd.*

IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

169 *b*	170 *b*	171 *b*	172 *b*	173 *b*	174	175	176	177	NUMBER.
CHARGES—*concld.*					TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.				
EARNINGS.					PER CENT ON GROSS EARNINGS.				
Police.	Advertising.	Electric telegraph.	Other charges (net).	Total General charges.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.	Main head.
Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	
1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	1909.	
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	
0·40 0·47	0·02 0·07	1·38 1·74	0·01 0·02	5·29 6·60	0·01 0·04	0·23 0·10	0·18 0·21	1·22 1·30	1
0·42 0·37	0·03 0·01	0·81 0·98	0·03 0·10	3·99 4·78	0·03 0·08	0·33 0·67	0·40 0·53	0·41 0·33	2
0·46 0·37	0·03 0·04	1·67 1·50	0·03 0·02	6·22 5·03	0·06 0·03	0·62 0·24	0·46 0·26	0·79 0·17	3
0·39 0·45	0·02 0·01	1·23 1·19	0·03 0·04	3·89 4·16	0·02 0·03	0·44 0·74	0·21 0·23	0·33 0·26	4
0·34 0·39	0·01 0·01	1·22 1·32	0·02 0·03	4·07 4·50	*—0·01* 0·02	0·32 0·19	0·19 0·23	1·33 1·78	5
0·64 0·69	0·01 0·02	1·17 1·21	0·04 0·03	5·33 5·69	... ...	0·12 0·14	0·17 0·30	0·73 1·53	6
0·82 0·97	0·01 0·02	0·79 0·88	... ...	5·29 5·96	0·02 0·01	0·06 0·04	0·45 0·48	0·35 0·60	7
0·26 0·28	0·04 0·03	1·14 1·23	0·08 0·12	3·41 3·49	0·02 0·01	0·61 0·47	0·12 0·17	1·19 0·52	8
0·34 0·37	0·07 0·06	1·49 1·83	0·02 0·02	4·98 5·92	0·01 ...	1·38 0·21	0·08 0·08	0·89 1·13	9
0·55 0·67	0·01 ...	1·04 1·60	0·01 0·01	5·15 5·73	0·02 ...	... ...	0·04 0·18	1·44 1·74	10
0·89 1·26	0·01 0·01	2·45 2·30	0·07 0·01	12·21 12·44	0·15 0·18	0·39 0·08	0·07 0·12	0·44 0·93	11
0·46 0·77	0·01 0·02	1·13 1·56	*—0·07* 0·09	4·43 6·29	0·06 0·04	0·18 0·19	0·04 0·05	0·64 0·75	12
1·23 1·64	0·01 ...	1·39 1·81	0·03 0·03	6·66 8·80	0·01 0·03	0·06 0·06	... ...	0·25 0·48	14
0·73 0·87	0·05 0·05	1·20 1·73	0·02 0·02	5·65 7·96	0·02 0·01	0·07 0·14	0·44 0·56	... ...	15
			Included with the 5′ 6″ gauge.						3
0·99 1·33	0·03 0·03	1·20 1·49	0·01 0·07	8·11 10·62	0·03 0·02	0·02 0·04	0·72 0·89	0·15 0·24	7
0·20 0·18	... ...	1·81 1·70	0·01 0·01	4·30 4·47	0·02 0·01	0·13 0·15	... ...	2·33 3·92	18
0·72 0·92	0·02 0·02	1·46 2·36	0·02 0·02	6·17 8·00	0·01 0·01	0·17 0·32	0·05 0·13	0·05 *—0·13*	6
0·60 0·79	... ...	0·98 1·53	0·01 0·01	4·82 5·71	... ...	0·46 ...	0·45 0·16	... ...	10
0·36 0·76	0·03 0·01	1·38 1·57	0·02 0·01	4·91 6·11	0·01 ...	0·24 0·39	0·04 0·03	0·16 ...	2
0·58 0·86	0·03 0·04	1·28 1·61	... ...	6·56 8·60	0·01 0·04	0·56 0·68	... 0·03	0·23 *—0·01*	20
* †	* †	* †	* †	* †	* †	* †	* †	* †	10
0·62 0·57	0·04 0·05	1·17 1·30	0·02 0·03	5·88 6·27	0·01 ...	0·13 0·10	0·20 0·31	0·34 *—0·05*	10
... ...	... ...	1·13 1·40	0·30 ...	5·48 6·12	... ...	0·01 0·01	... ...	1·04 1·73	21
0·49 0·80	0·01 ...	3·15 4·89	... ...	11·45 15·77	... ...	0·01 0·01	0·03 0·01	0·09 0·12	
0·54 0·55	0·11 0·28	1·01 0·85	0·26 0·39	4·94 5·02	0·07 0·05	0·12 0·22	0·12 0·76	... ...	
4·77 4·39	0·15 0·10	4·55 5·32	0·37 0·47	18·52 16·96	0·03 0·01	0·45 0·26	... ...	... ...	
0·98 0·94	... ...	1·12 2·95	0·02 0·01	5·45 8·95	... ...	... ...	0·21 0·21	... ...	
0·10 0·26	... ...	1·15 3·82	... ...	6·89 10·38	... ...	... ...	0·02 0·16	... ...	
1·53 1·59	... ...	1·61 1·56	... ...	12·45 16·20	... ...	... ...	... ...	... ...	
1·03 0·94	... ...	1·35 3·00	0·01 0·01	5·80 10·17	... ...	... ...	0·32 ...	... ...	

furnished.

South Indian railway (3′ 3⅜″ gauge).

APPEN

[APPENDIX 18

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (detailed) in "Index" to Appendix 9.		Railway system.	Serial number.	178	179	180	181	182	183	184
				TABLE G—SPECIAL AND MISCELLANEOUS EXPENSES—*concld.*						FROM
				PERCENT ON GROSS EARNINGS—*concld.*						
				Other charges. (net).	Total Special and Miscellaneous expenses.	Average number of locomotives on the line.	Average miles run per locomotive *per diem*.	lbs. coal per engine-mile (coal burning engines)—		
								Coaching.	Goods.	Mixed.
Main head.	Sub-head.			*Per cent.*	*Per cent.*	*No.*	*Miles.*	*lbs.*	*lbs.*	*lbs.*
				1909.	1909.	1909.	1909.	1909.	1909.	1909.
				1st half / 2nd half.	1st half / 2nd half.	1st half / 2nd half.	1st half / 2nd half.	1st half / 2nd half.	1st half / 2nd half.	1st half / 2nd half.
		5′ 6″ Gauge.								
1	(a)	Bengal-Nagpur		1·84 / 1·62	3·48 / 3·27	372 / 391	61·52 / 52·19		56·66 / 52·99	
2	(a) to (g)	Bombay, Baroda and Central India.		0·98 / 1·27	2·15 / 2·88	246 / 248	68·49 / 61·74	50·07 / 54·36	56·45 / 53·60	52·06 / 47·35
3	(a)	Eastern Bengal		1·29 / 1·14	3·22 / 1·84	213 / 224	70·44 / 72·32	42·29 / 42·50	57·77 / 59·29	40·46 / 43·14
4	(a) to (d)	East Indian		0·30 / 0·24	1·30 / 1·50	1,057 / 1,074	70·40 / 61·20		54·63 / 51·71	
5	(a) to (g)	Great Indian Peninsula.		0·92 / 1·22	2·75 / 3·44	953 / 962	60·61 / 55·14		61·17 / 59·25	
6	(a) & (b)	Madras and Southern Mahratta.		1·20 / 1·26	2·22 / 3·23	220 / 226	62·18 / 62·45		65·74 / 64·10	
7	(a) & (b)	Nizam's Guaranteed State.		1·71 / 1·53	2·59 / 2·66	61 / 60	66·75 / 65·45	48·99 / 48·09	63·34 / 59·26	53·49 / 57·26
8	(a) to (g)	North Western		1·02 / 1·17	2·96 / 2·34	968 / 1,018	72·48 / 63·03		60·15 / 58·33	
9	(a) & (b)	Oudh and Rohilkhand		1·15 / 1·26	3·51 / 2·68	207 / 207	80·52 / 73·58		54·64 / 50·21	
10	(a)	South Indian		1·20 / 1·34	2·70 / 3·26	99 / 103	55·04 / 53·47		55·63 / 52·14	
		3′ 3⅜″ Gauge.								
11	(a)	Assam-Bengal		5·95 / 7·50	7·00 / 8·81	107 / 102	61·42 / 62·13		39·89 / 39·71	
12	(a) & (b)	Bengal and North-Western.		0·29 / 0·47	1·21 / 1·50	326 / 326	63·85 / 52·92		36·63 / 34·14	
14	(a) to (d)	Bhavnagar-Gondal Junagad-Porbandar.		0·96 / 1·01	1·28 / 1·58	36 / 32	91·41 / 80·04		29·92 / 31·02	
15	(a) & (b)	Burma		1·13 / 1·43	1·66 / 2·14	303 / 305	70·68 / 65·58		34·80 / 31·65	
3	(b, & (c)	Eastern Bengal		Included with the 5′ 6″ gauge		178 / 187	64·16 / 53·21	35·57 / 30·94	46·32 / 39·79	45·00 / 31·79
7	(c)	Hyderabad-Godavari Valley.		1·00 / 1·38	1·92 / 2·57	47 / 48	76·39 / 63·38	33·66 / 35·11	36·84 / 36·35	34·96 / 35·12
18	(a) to (d)	Jodhpur-Bikaner		0·90 / 0·38	3·38 / 4·46	54 / 56	83·29 / 81·06		37·35 / 38·75	
6	(c) to (l)	Madras and Southern Mahratta.		1·25 / 1·32	1·53 / 1·69	272 / 273	68·69 / 62·68		36·65 / 37·06	
10	(d)	Nilgiri		1·06 / 1·35	1·97 / 1·51	10 / 10	31·99 / 31·41		157·48 / 144·37	
2	(h) to (n)	Rajputana-Malwa		1·13 / 1·21	1·58 / 1·63	477 / 484	55·69 / 46·61		34·97 / 35·74	
20	(a) & (b)	Rohilkund and Kumaon.		0·46 / 1·77	1·26 / 2·51	49 / 48	78·92 / 62·55	...	... / ...	...
10	(f)	Shoranur-Cochin		* / †	* / †	12 / 12	56·97 / 53·85		36·98 / 46·91	
10	(b), (c), (e) & (g) to (i)	South Indian		2·60 / 1·79	3·28 / 2·15	233 / 245	66·74 / 63·61		32·82 / 31·38	
21	(a)	Udaipur-Chitorgarh		0·51 / 0·76	1·56 / 2·50	3 / 3	54·66 / 52·38	... / ...	31·19 / 29·27	... / ...
		2′ 6″ Gauge.								
1	(b) & (c)	Gondia Chanda and Jubbulpore-Gondia Extensions.		1·41 / 162	1·54 / 1·76	35 / 49	54·06 / 40·63		63·77 / 55·20	
8	(h)	Kalka-Simla		0·14 / 0·83	0·45 / 1·86	30 / 35	28·97 / 24·17		67·62 / 56·82	
8	(i) & (j)	Kohat-Thal and Nowshera-Durgai.		3·79 / 4·04	4·27 / 4·31	27 / 27	42·97 / 38·66		21·81 / 26·32	
10	(j)	Morappur-Dharmapuri.		3·06 / 3·10	3·27 / 3·31	3 / 3	38·02 / 38·04		30·18 / 27·40	
1	(f)	Purulia-Ranchi		0·24 / 0·36	0·26 / 0·52	8 / 9	70·77 / 36·82	...	50·80 / 56·81	
1	(g)	Raipur-Dhamtari		0·62 / 0·65	0·62 / 0·65	4 / 4	49·85 / 41·52	...	29·46 / 30·18	
10	(k)	Tirupattur-Krishnagiri.		4·04 / 4·40	4·36 / 4·40	3 / 3	39·52 / 37·06		34·45 / 24·24	

* Information not furnished.
†Included with the South Indian railway (3′ 3⅜″ gauge).

DIX 11—*contd.*

IN THE REPORT FOR 1908.]

during each half of the calendar year 1909.

prepare these statistics.]

185	186	187	188	189	190	191	192	193	

APPENDIX I.

lbs. wood per engine-mile (wood burning engines)—						Average gross weight of trains—						Average through speed of trains—						Number.
Coaching. *lbs.*		Goods. *lbs.*		Mixed. *lbs.*		Coaching. *Tons.*		Goods. *Tons.*		Mixed. *Tons.*		Coaching. *Miles per hour.*		Goods. *Miles per hour.*		Mixed. *Miles per hour.*		Main head.
1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		1909.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	...	...	...	...	211·08	214·14	514·79	504·73	450·19	452·14	30·35	30·35	10·39	10·39	18·75	18·75	1
	...	...	...	...	...	185·02	187·81	573·89	546·47	208·92	183·80	23·01	23·12	9·28	9·40	14·36	14·31	2
...		...	...	...	...	193·36	254·26	498·14	614·00	178·68	165·93	19·07	19·45	15·00	15·00	12·35	12·35	3
...	...	...	...	...	...	247·75	261·57	285 21	606·59	229·31	223·67	25·00	25·30	14·80	14·50	15·40	16·50	4
...	...	...	...	...	...	185·92	191·93	391·42	400·95	...	...	25·00	24·77	11·76	11·28	16·60	16·70	5
...	...	...	...	...	...	142·38	155·55	394·57	49·79	465·61	357·31	20·81	21·57	10 38	9·47	12·01	12·11	6
...	...	...	...	...	...	142·33	139·36	423·32	431·05	277·20	270·84	17·69	17·69	11·29	11·29	13·34	13·34	7
...	...	...	...	...	...	260·24	262·68	310·53	319·78	282·73	271·55	20·23	20·43	10·52	10·46	13·94	14·30	8
...	...	...	...	...	...	191·64	223·42	292·17	270·93	258·30	235·86	31·45	31·45	9·73	11·33	17·05	17·19	9
...	...	...	...	...	...	97·75	105·93	352·30	386·16	249·69	218·86	21·03	21·03	10·80	10·80	11·50	11·50	10
...	...	...	...	...	...	175·34	130·96	203·14	191·25	188·22	193·03	...	...	...	...	13·12	13·12	11
...	...	...	...	...	...	163·94	132·48	214·62	193·05	190·46	174·90	17·00	17·00	9·50	9·50	12·20	12·20	12
...	...	...	...	...	...	72·76	82·93	183·62	170·96	113·98	118·73	20·45	18·66	10·68	10·68	15·44	14·58	14
...	...	...	...	...	...	159·95	164·41	210·05	169·21	191·98	171·94	17·70	17·70	9·04	9·04	12·93	12·93	15
...	...	...	...	...	...	137·57	146·12	338·04	253·54	141·38	180·95	19·28	19·28	11·16	11·16	15·00	15·00	3
...	...	...	...	...	...	99·29	99·23	209·57	186·97	127·85	123·03	17·97	17·97	10·05	10·05	14·70	14·70	7
...	...	...	...	...	...	120·80	78·85	107·60	100·21	112·89	115·10	...	18·96	11·01	11·01	14·53	14·67	18
...	...	...	...	...	...	86·55	83·96	183·95	185·94	170·29	166·02	18·36	17·05	7·91	8·11	12·54	11·30	6
...	...	...	...	...	...	40·84	42·08	27·50	36·45	34·80	38·24	6·11	6·11	5·90	5·90	6·11	6·11	10
...	...	...	...	...	...	107·62	119·79	282·41	259·19	154·37	152·73	17·64	17·41	9·53	9·37	14·22	14·09	2
		95·27	82·48			...	...	...	...	...	...	16·45	16·25	10·64	10·20	12·96	13·39	20
...	...	...	...	...	...	101·56	90·38	177·02	180·12	...	...	18·57	18·57	10·00	10·00	...	...	10
...	...	...	...	...	...	106·05	103·33	279·86	196·16	142·53	147·00	18·00	18·00	9·50	9·50	12·00	12·00	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	137·60	170·83	143·10	135·35	...	13·39	9·36	10·31	10·99	12·13	1
...	...	...	...	...	...	64·65	62·28	26·29	32·64	54·43	58·46	9·02	9·12	7·48	7·49	...	8·48	8
...	...	...	...	...	...	8·76	21·09	28·22	24·73	37·84	37·11	...	...	8·98	9·39	11·50	11·44	8
...	...	...	...	...	...	...	...	...	...	49·78	52·09	...	...	...	...	12·88	12·88	10
...	...	...	...	...	...	...	...	167·12	107·51	159·69	131·78	...	16·45	11·28	11·05	16·45	11·31	1
...	...	...	...	...	...	...	...	113·73	...	68·15	57·53	...	...	...	...	10·60	10·62	1
...	...	...	...	...	...	...	...	...	...	50·14	60·58	...	...	...	...	11·86	11·86	10

APPENDIX 11—*concluded.*

[APPENDIX 18 IN THE REPORT FOR 1908.]

Analysis of working of each railway system during each half of the calendar year 1909.

[Note.—Railways not shown do not prepare these statistics.]

Classification No. of Ry. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	194	195	196	197	198	199
				From Appendix II.		From Appendix V.			
				Average mileage *per diem* of—		Average age of sleepers—		Percentage of removals—	
Main head.	Sub-head.			Coaching vehicles, including brakes. *Miles.*	Goods vehicles, including brakes. *Miles.*	Wood. *Years.*	Iron. *Years.*	Wood. *Per cent.*	Iron. *Per cent.*
				1909.	1909.	1909.	1909.	1909.	1909.
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(a)	Bengal-Nagpur		124,766	125,530	319,157	243,713	7·04	7·23	11·70	12·11	1·92	1·16	3·61	1·64		
2	(a) to (g)	Bombay, Baroda and Central India.		125,667	128,008	203,111	149,300	10·74	10·84	13·65	14·01	6·54	3·65	0·36	0·29		
3	(a)	Eastern Bengal		91,233	116,059	135,505	187,531	8·00	8·00	13·00	13·00	3·35	5·03	3·41	4·21		
4	(a) to (d)	East Indian		384,024	383,334	1,195,342	991,905	10·03	10·28	...	...	2·89	3·06	3·00	1·32		
5	(a) to (g)	Great Indian Peninsula		347,044	352,730	679,160	563,717	...	...	...	...	1·96	2·43	0·75	0·87		
6	(a) & (b)	Madras and Southern Mahratta		88,237	90,553	137,537	136,820	9·91	10·20	...	...	2·23	3·09	...	...		
7	(a) & (b)	Nizam's Guaranteed State		19,905	21,450	47,943	40,324	...	...	...	...	...	...	...	...		
8	(a) to (g)	North Western		411,593	409,327	782,331	674,331	6·12	6·40	13·72	14·13	3·83	1·17	1·02	1·03		
9	(a) & (b)	Oudh and Rohilkhand		98,708	103,826	164,866	122,865	12·70	12·31	16·36	16·25	1·30	2·53	1·58	7·73		
10	(a)	South Indian		27,378	27,860	47,610	46,766	7·49	7·91	34·15	34·61	0·84	1·03	0·20	0·10		
		3′ 3⅜″ Gauge.															
11	(a)	Assam-Bengal		43,967	41,130	53,307	52,638	...	...	...	...	3·88	3·75	...	...		
12	(a) & (b)	Bengal and North-Western		190,205	192,698	278,605	181,589	9·56	9·82	...	...	1·83	2·34	...	...		
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar		31,017	27,995	25,284	15,660	12·61	12·86	18·69	19·17	5·75	1·86	0·20	0·15		
15	(a) & (b)	Burma		153,485	150,753	263,889	216,827	10·71	10·53	...	...	4·00	5·70	...	...		
3	(b) & (c)	Eastern Bengal		88,510	91,585	128,593	115,320	8·50	8·50	13·00	13·00	2·37	1·04	6·07	26·15		
7	(c)	Hyderabad-Godavari Valley		27,256	25,683	33,920	24,533	...	...	...	...	...	...	...	...		
18	(a) to (d)	Jodhpur-Bikaner		36,361	38,648	52,437	53,182	...	...	14·50	14·50	...	...	9·54	0·90		
6	(c) to (l)	Madras and Southern Mahratta		114,373	114,790	222,083	194,338	10·50	11·00	19·50	10·50	2·78	3·33	0·99	1·06		
10	(d)	Nilgiri		974	972	549	475	4·59	4·95	1·25	1·75	1·26	2·81	...	...		
2	(h) to (n)	Rajputana Malwa		225,69[illegible]	216,817	367,741	272,320	9·50	9·50	22·50	23·00	2·30	2·22	0·68	10·40		
20	(a) & (b)	Rohilkund and Kumaon.		26,854	26,301	43,266	28,052	12·65	13·04	...	...	0·82	0·82		...		
10	(f)	Shoranur-Cochin		4,832	4,308	5,068	4,589	6·19	6·46	...	...	1·33	5·44	...	...		
10	(b), (c), (e) & (g) to (i)	South Indian		144,879	145,881	131,940	134,944	9·06	8·91	18·92	19·26	1·44	12·07	0·31	1·29		
21	(a)	Udaipur-Chitorgarh		2,479	2,[illegible]	1,474	975	...	...	...	...	...	...	...	...		
		2′ 6″ Gauge.															
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		17,565	16,726	23,174	20,933	5·21	4·82	...	...	...	0·79	...	...		
8	(h)	Kalka-Simla		2,800	2,882	2,665	2,455	1·83	2·27	...	...	0·83	2·36	...	...		
8	(i) & (j)	Kohat-Thal and Nowshera-Durgai		5,301	5,167	4,756	3,645	5·52	6·50	5·66	6·16	0·64	0·31	3·71	...		
10	(j)	Morappur-Dharmapuri		1,090	1,017	263	368	3·44	3·93	...	...	0·14	0·19	...	...		
1	(f)	Purulia-Ranchi		3,865	4,102	3,039	2,556	2·04	2·54	...	...	1·68	...	...	...		
1	(g)	Raipur-Dhamtari		1,049	1,133	1,803	748	8·98	9·42	...	...	0·84	0·67	...	...		
10	(k)	Tirupattur-Krishnagiri		973	879	481	583	3·79	4·29	...	...	0·03	0·04	...	...		

APPENDIX 12.

[APPENDIX 27 IN THE REPORT FOR 1908.]

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1905 to 1909.

CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Railways.	Calendar year.	SOURCES OF SUPPLY.			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.									CONSUMPTION IN LBS. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.)			
				NAME. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		FOREIGN COAL.			INDIAN COAL.			WOOD.						
							Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.					
								Including freight.	Excluding freight.		Including freight.	Excluding freight.		Including freight.	Excluding freight.				
Main head.	Sub-head.				Coal.	Wood.										Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
1	(a)	B. N.	1905	Bengal and Umaria	219	...	...	...	...	177,960	5·16	2·34	237	...	...	71·81	61·15	648·19	198·34
			1906		227	...	...	...	...	199,707	5·40	2·43	163	...	...	73·55	61·09	624·02	192·53
			1907		224	...	...	...	...	229,332	6·67	3·87	45	...	...	81·29	65·65	631·70	204·69
			1908		219	...	...	...	...	230,250	7·33	4·53	...	...	...	83·07	66·27	581·42	198·25
			1909		228	...	...	...	...	215,643	7·77	4·89	...	...	...	76·30	61·17	534·61	179·55
2	(a) to (g)	B., B. & C.I.	1905	England, Bengal and Singareni.	148	...	12,621	16·87	...	75,769	12·53	...	2,494	3·06	...	57·81	48·43	514·00	149·83
			1906		145	105	28,692	19·37	...	64,635	12·95	...	2,491	3·27	...	57·18	47·42	478·62	142·15
			1907		113	100	34,899	21·02	...	73,436	13·99	...	2,664	4·79	...	57·43	47·54	447·59	138·81
			1908		117	...	17,874	22·87	...	108,709	14·04	...	2,330	3·95	...	63·35	52·29	636·20	167·18
			1909		413	...	16,311	21·50	...	131,133	15·05	...	2,941	3·98	...	69·05	56·74	657·71	174·98
3	(a)	E.B. S.	1905	Bengal and Kasunda	180	...	...	...	...	90,396	4·82	2·48	...	...	...	78·38	53·59	975·41	232·28
			1906		188	...	...	...	...	119,032	5·81	2·81	...	...	...	80·20	54·74	998·93	249·48
			1907		196	...	...	...	...	142,012	6·12	3·44	...	...	...	84·57	58·90	1,097·67	238·91
			1908		192	...	...	...	...	157,812	6·66	4·25	...	...	...	91·41	64·29	1,216·45	258·65
			1909		165	...	...	...	...	156,489	8·08	4·61	...	...	...	89·94	61·62	1,127·17	231·16
4	(a) to (d)	E.I.	1905	Bengal	245	...	...	...	...	505,916	4·01	1·92	...	...	...	69·75	52·07	431·67	145·77
			1906		257	...	...	...	...	532,758	4·04	1·85	...	...	...	68·79	51·07	426·30	141·43
			1907		247	...	...	...	...	600,045	4·64	2·53	...	...	...	69·89	51·80	453·95	145·93
			1908		241	...	...	...	...	690,825	5·05	2·73	...	...	...	74·00	55·17	480·12	151·82
			1909		242	...	...	...	...	609,102	4·89	2·78	...	...	...	70·27	53·31	426·70	139·64
5	(a) to (g)	G. I.P.	1905	England, Bengal, Singareni, Umaria, Nerbudda, and Ballarpur.	304	...	329	...	16·64	453,414	9·25	7·37	4,896	...	3·51	67·43	59·09	755·75	200·52
			1906		304	...	635	...	17·91	477,265	9·59	6·75	4,486	...	4·00	68·43	59·73	754·29	195·91
			1907		389	...	4,894	...	20·43	596,375	9·74	7·70	5,351	4·33	4·33	71·82	62·70	770·81	203·58
			1908		341	...	13,201	21·95	...	616,525	10·58	9·49	5,048	4·50	4·50	78·31	67·95	925·57	221·27
			1909		355	...	10,326	19·38	...	618,874	11·10	7·91	2,089	4·22	4·22	80·28	69·72	866·27	216·35
	...	M.	1905	England, Bengal and Singareni.	352	24	...	...	...	156,312	10·23	5·15	42,059	4·48	3·98	74·96	63·35	874·82	221·69
			1906		330	36	...	...	...	157,081	10·52	5·70	34,115	4·84	4·09	74·98	63·74	895·19	228·97
			1907		245	46	...	...	...	165,282	13·38	11·52	16,074	5·17	4·21	71·51	60·84	934·55	227·11
6	(a) & (b)	M. and S.M.	1908	England, Bengal and Singareni.	220	50	3,971	15·18	14·00	156,464	12·02	8·59	6,587	5·53	4·50	79·52	68·25	1,190·16	261·72
			1909		244	19	10,095	16·64	15·78	151,439	13·06	8·57	7,597	6·40	4·81	85·48	73·06	1,030·32	261·11
7	(a) & (b)	N. G. S.	1905	Singareni	84	...	...	...	...	24,900	5·81	4·68	...	...	...	57·30	48·19	516·05	154·58
			1906		86	...	...	...	...	26,919	5·59	4·69	...	...	...	56·24	47·98	504·29	153·51
			1907		89	...	...	...	...	29,345	5·58	4·65	...	...	...	57·38	49·20	500·25	156·90
			1908		90	...	...	...	...	32,632	5·79	4·84	...	...	...	63·64	54·21	591·48	178·03
			1909		90	...	...	...	...	36,041	5·83	4·88	...	...	...	66·37	56·37	693·58	191·53

APPENDIX 12—*contd.*

[APPENDIX 27 IN THE REPORT FOR 1908.]

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1905 to 1909.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Railways.	Calendar year.	Sources of supply. Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	Description of fuel with actual quantity consumed and cost per ton. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
8	(*a*) to (*g*)	N. W.	1905	England, Bengal, Dandot and Khost.	*838	...	†2,373	†	†	431,520	(*a*)	(*b*)	76,336	...	...	59·82	52·16	541·06	172·02
			1906		*838	...	2,872	†	†	476,377	(*c*)	(*d*)	77,122	5·83	5·83	62·32	53·67	551·86	178·04
			1907		*838	...	6,327	†	†	591,586	(*e*)	(*f*)	19,907	5·77	5·77	68·23	57·57	567·88	182·69
			1908		*838	...	1,300	†	†	623,588	(*g*)	(*h*)	5,093	...	...	71·11	58·91	844·92	212·06
			1909		*838	...	6,111	†	†	712,577	(*i*)	(*j*)	3,933	6·52	...	80·58	65·85	775·02	217·85
9	(*a*) & (*b*)	O. & R.	1905	Bengal	603	...	...	...	...	131,445	7·83	2·13	...	..	...	59·17	50·26	919·40	192·35
			1906		603	...	...	...	...	142,729	8·26	2·47	...	...	...	61·69	52·24	929·53	204·73
			1907		603	...	...	...	...	164,206	7·06	3·78	...	...	...	69·39	58·19	975·92	223·86
			1908		603	...	...	...	...	150,670	8·19	4·92	...	...	...	68·32	57·60	1,007·73	213·56
			1909		566	...	...	...	...	151,498	8·03	4·74	...	...	...	68·29	58·32	1,928·95	205·74
10	(*a*)	S. I.	1908	England, Bengal and Singareni.	286	14	...	...	...	45,899	15·66	...	2,664	3·91	...	74·09	63·17	1,225·22	286·32
			1909		227	3	20	22·20	...	52,756	16·28	..	4,241	4·19	...	70·03	61·02	1,151·68	294·15
11	(*a*)	A. B.	1905	England, Bengal and Assam.	156	...	...	...	...	31,778	7·43	...	...	...	...	47·94	38·93	1,063·16	265·00
			1906		249	...	...	...	...	37,135	7·41	...	...	...	...	52·12	39·81	883·03	251·10
			1907		248	...	...	...	...	43,273	8·42	...	...	...	...	54·72	41·37	894·98	253·48
			1908		225	...	...	...	...	44,134	7·98	...	...	...	...	52·64	39·93	909·66	250·94
			1909		205	...	200	...	...	43,882	...	9·15	...	...	...	55·21	42·53	853·78	249·91
12	(*a*) & (*b*)	B. & N. W.	1905	Bengal ...	280	18	...	...	...	97,426	5·55	2·43	303	...	4·65	47·86	39 26	850·35	222·97
			1906		289	71	...	...	...	111,475	6·07	2·83	1,439	...	4·16	50·32	41·26	813·58	223·84
			1907		307	33	...	...	...	125,807	6·89	3·73	6,786	...	4·83	52·33	42·60	796·90	223·49
			1908		291	55	...	...	...	128,569	7·28	4·21	11,936	...	4·20	52·34	42·49	913·45	234·15
			1909		369	45	...	...	...	133,441	7·55	5·18	3,588	...	4·19	53·74	43·52	940·08	236·23
13	(*a*) & (*b*)	B. D.	1905	Bengal ...			...	...	...	3,652	10·67	...	...	...	...	30·52	28·78	...	...
			1906		‡	...	...	...	...	3,876	...	...	...	...	...	35·56	32·95	...	...
			1907				...	...	...	3,852	...	...	...	...	...	35·08	32·56	...	...
			1908		326	...	...	...	...	3,629	10·85	4·50	...	...	...	39·59	37·01	...	...
			1909		398	...	...	...	...	4,088	10·28	4·50	...	...	...	42·79	40·49	...	...
14	(*a*) to (*d*)	B. G. J. P.	1905	England, Bengal and Palana.	52	...	5	23·23	...	8,010	14·07	...	83	7·50	...	32·05	29·03	816·07	179·85
			1906		52	...	...	...	...	9,050	13·54	...	91	8·03	...	33·45	30·25	840·55	186·52
			1907		66	...	...	...	...	10,055	15·28	...	108	9·00	...	30·30	27·67	815·63	178·48
			1908		57	...	1,984	20·48	...	12,386	16·00	...	132	9·03	...	34·70	32·21	1,040·31	215·75
			1909		39	...	10,937	22·84	...	995	15·92	...	140	10·18	...	27·02	25·05	982·74	182·33
15	(*a*) & (*b*)	B.	1905	England & Bengal	150	...	348	21·21	...	95,711	10·33	...	28,903	5·06	...	50·38	41·49	959·94	237·11
			1906		162	56	83	21·21	...	94,734	10·70	...	22,912	4·74	...	45·51	37·66	836·51	211·50
			1907		133	58	2,183	21·22	...	96,576	11·32	...	18,564	4·40	...	44·02	36·21	795·92	197·79
			1908		117	60	1,721	21·22	...	104,359	12·77	...	19,336	4·36	...	43·07	35·39	806·90	190·93
			1909		107	69	1,158	21·21	...	105,791	13·45	...	21,789	5·22	...	42·22	34·69	800·83	184·74

* Of Bengal coal only.

† There was no importation of foreign coal during these years.

(*a*) Bengal coal *vid* Kiamari Rs. 11·93 and *vid* Ghaziabad Rs. 13·84.

(*b*) Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Dandot coal between Rs. 8·04 and Rs. 12·27.

(*c*) Bengal coal *vid* Kiamari Rs. 11·76 and *vid* Ghaziabad Rs. 15·85.

(*d*) Bengal coal from Rs. 2·25 to Rs. 4·25 and Khost and Dandot coal between Rs. 8 and Rs. 12.

(*e*) Bengal coal *vid* Ghaziabad Rs. 11·64 and *vid* Karachi Rs. 13·65.

(*f*) Bengal coal between Rs. 3·50 and Rs. 5·50 and Dandot and Khost between Rs. 13·64 and Rs. 9·00.

(*g*) Bengal coal *vid* Ghaziabad Rs. 12·14 and *vid* Karachi Rs. 14·69.

(*h*) Bengal coal from Rs. 3·50 to Rs. 7·13 and Khost and Dandot coal between Rs. 8 and Rs. 12.

(*i*) Bengal coal *vid* Ghaziabad Rs. 11·80 and *vid* Karachi Rs. 15·19.

(*j*) Bengal coal from Rs. 3·75 to 7·13 and Dandot and Khost between Rs. 8·00 and Rs. 12·00.

‡ Prices are given at the place of delivery which is the place of storage.

APPENDIX 12—*contd.*

[APPENDIX 27 IN THE REPORT FOR 1908.]

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1905 to 1909.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railways.	Calendar year.	Sources of supply.			Description of fuel with actual quantity consumed and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)			
							Foreign coal.			Indian coal.			Wood.						
								Cost per ton.			Cost per ton.			Cost per ton.					
Main head.	Sub-head.			Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
			1905																
			1906		...	...	Information not available			...	...	...	...			...	...	...	...
16	(a)	D.	1907	Bengal ...	...	...	...	...	...	330	6·79	4·61	...	...	...	46·38	46·38	...	...
			1908		102	...	...	...	...	314	8·97	7·00	...	...	...	46·00	46·00	...	...
			1909		87	...	...	...	...	395	6·50	4·50	...	...	...	54·00	54·00	...	...
			1905				...	...	...	5,012	8·50	8·50	4	2·22	2·22	49·79	32·06	...	...
			1906				...	...	...	6,664	8·50	8·50	...	...	...	55·07	36·34	...	...
17	(a) & (b)	D. S.	1907	Assam ...	*	...	...	...	...	7,454	8·50	8·50	...	...	...	59·80	38·28	...	...
			1908				...	...	...	7,663	8·50	8·50	...	...	...	62·17	37·16	...	...
			1909				...	...	...	8,672	8·50	8·50	...	...	...	72·31	41·13	...	...
			1905		281	...	...	...	...	48,662	6·06	4·32	...	...	...	46·88	36·52	805·30	227·73
			1906		299	...	...	...	...	57,527	6·33	3·58	...	...	...	48·90	38·04	857·53	246·92
3	(b) & (c)	E. B. S.	1907	Bengal and Assam	323	...	...	...	...	60,909	7·48	4·35	...	...	...	46·31	35·76	801·13	219·23
			1908		327	...	...	...	...	78,014	6·90	4·27	...	...	...	58·57	44·84	970·28	262·28
			1909		310	...	...	...	...	89,611	8·17	4·63	...	...	...	63·15	48·27	1,109·05	273·25
			1905		291	...	...	...	...	16,686	8·90	4·76	...	...	...	39·80	35·70	825·63	201·96
			1906		286	...	...	...	...	15,683	7·83	4·81	...	...	...	37·59	33·68	753·84	194·36
7	(c)	H. G. V.	1907	Singareni ...	285	...	...	...	...	15,101	7·80	4·79	...	...	...	35·06	31·36	697·34	179·20
			1908		287	...	...	...	...	18,311	7·98	4·92	...	...	...	37·12	33·38	6·24	201·49
			1909		286	...	...	...	...	18,990	7·98	4·95	...	...	...	39·34	35·48	875·84	213·81
			1905		651	...	...	...	...	24,689	11·27	5·30	155	3·90	3·90	51·51	48·39	876·54	246·73
			1906		581	...	...	...	...	28,369	12·39	8·02	163	3·71	3·71	48·96	45·57	806·95	237·56
18	(a) to (d)	J. B.	1907	Australia and Bengal.	584	...	...	...	...	27,688	13·92	6·91	171	5·18	5·18	48·83	46·03	900·25	244·07
			1908		676	...	...	...	...	28,846	13·80	6·50	173	5·32	5·32	46·79	43·52	1,029·75	248·50
			1909		809	...	3,551	17·83	15·38	24,776	12·84	6·35	187	5·72	5·72	41·59	38·58	941·73	215·54
6	(c) to (i)	M. & S. M.	1908	England, Bengal and Singareni.	260	71	36,177	22·50	18·64	51,748	14·85	9·42	50,768	5·32	4·52	43·22	37·86	780·41	224·67
			1909		204	74	12,245	20·00	16·48	89,539	14·55	10·77	40,879	5·59	4·60	46·07	40·52	808·51	234·31
			1906		†386	...	...	...	...	1,102	17·25	15·25	15	10·89	10·89	18·82	18·50	...	...
19	(a)	M. R. W.	1907	Bengal and Kasunda.	†386	...	...	...	...	1,264	17·54	16·54	34	9·26	9·26	30·49	29·80	...	...
			1908		1,283	...	...	...	...	2,523	13·50	5·25	45	10·50	10·50	33·15	32·58	...	...
			1909		1,283	...	...	...	...	2,462	17·86	5·00	15	14·00	14·00	33·41	32·92	...	...
			1905		207	24	2,547	24·38	20·58	284	12·48	5·15	4,502	4·62	4·12	60·50	52·45	2,637·03	424·78
			1906		204	29	2,580	25·13	21·33	1,463	13·65	5·70	5,961	4·65	4·04	56·13	49·73	...	...
		N. & S. C.	1907	England, Bengal and Singareni.	191	32	2,435	25·71	21·83	337	17·01	11·52	6,989	4·98	4·31	50·78	45·34	2,909·67	469·09
			1908		...Included with the South Indian railway system, see No. 10 (b) to (i).														

* Prices are given at the place of delivery which is the place of storage.

† This distance is by rail; the distance by sea is 637 miles.

APPENDIX 12—*contd.*

[APPENDIX 27 IN THE REPORT FOR 1908.]

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1905 to 1909.

CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9).		Railways.	Calendar year.	SOURCES OF SUPPLY.			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.									CONSUMPTION IN LBS. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)			
				NAME. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		FOREIGN COAL.			INDIAN COAL.			WOOD.						
							Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.					
					Coal.	Wood.		Including freight.	Excluding freight.		Including freight.	Excluding freight.		Including freight.	Excluding freight.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
Main Head.	Sub-head.																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
2	(*h*) to (*n*)	R. M.	1905	Bengal and Singareni.	780	...	...	...	...	134,200	14·15	4·03	2,055	5·00	5·00	40·27	34·74	485·11	171·85
			1906		802	...	...	...	...	145,037	15·26	4·77	1,126	5·00	5·00	40·33	34·84	527·34	174·25
			1907		954	...	...	...	...	156,612	12·87	4·94	1,232	5·00	5·00	40·82	35·29	532·15	175·01
			1908		794	...	...	...	...	155,809	12·34	6·39	1,088	5·00	5·00	43·07	37·04	692·23	195·75
			1909		806	...	...	...	...	158,849	12·98	5·14	1,139	5·00	5·00	46·41	39 68	680·71	199·50
20	(*a*) &(*b*)	R. & K.	1905	Bengal . . .	605	...	...	...	...	8,942	11·03	2·35	8,923	...	2·94	43·29	34 79	794·75	237·60
			1906		612	...	...	...	...	8,749	10·85	2·75	17,779	...	3·49	45·98	36·55	500·71	121·08
			1907		685	...	...	...	...	6,681	10·35	4·25	30,410	...	3·81	43·79	34·59	862·31	174·86
			1908		725	...	...	...	...	6,575	10·10	4·25	32,562	...	3·87	47·73	36·29	815·03	199·86
			1909		594	...	...	...	...	12,686	11·02	4 07	19,348	...	3·03	49·13	36·70	788·19	210·59
10	(*b*) to (*i*)	S. L.	1905	England, Bengal and Singareni.	81	...	...	...	...	72,314	11·39	...	9,477	5·01	...	36·90	33·74	802·70	200·51
			1906		79	24	...	...	...	73,541	11·53	...	5,587	4·94	...	36·36	33·13	777·07	190·32
			1907		80	70	...	...	...	81,162	12·64	...	9,402	5·00	...	38·06	34·64	847·98	203·97
			1908		84	9	3,404	28·97	...	81,450	14·40	...	25,382	4·77	...	40·93	36·62	912·10	223·75
			1909		74	4	5,257	22·76	...	89,775	14·25	...	17,231	4·55	...	42·40	37·80	1,006·15	228·90
...	...	S. M.	1905	England, Singareni and Bengal.	...	82	...	...	...	43,125	13·68	8·95	70,137	5·36	4·00	37·04	32·82	718·13	200·65
			1906		365	79	2,418	18·08	15·00	53,037	13·00	6·38	74,743	5·37	4·05	39·38	35.07	744·54	211·10
			1907		292	56	4,112	20·72	18·00	61,234	13·91	8·78	69,699	4·99	4·05	42·61	37 30	745·00	220·64
			1908		...	...	See	No. 6	(*c*) to	(*k*) Ma	dras a	nd So	uthern	Mahr	atta r	ailway.			
21	(*a*)	U. C.	1905	Bengal, Kasunda, Warora and Mohpani.	1,087	...	...	...	...	762	19·00	2·25	11	...	...	31·91	29·88	1,117·88	167·86
			1906		1,087	...	...	...	...	906	19·00	3·75	10	...	...	37·09	34·74	1,033·95	177·39
			1907		1,087	...	...	...	...	846	15·50	5·50	...	...	...	34·89	32·71	990·07	166·73
			1908		1,087	...	...	...	...	802	16·77	5·50	...	...	...	31·23	29·07	1,044·20	157·04
			1909		1,087	...	...	...	...	878	16·00	5·50	...	...	...	35 91	33·56	1,063·22	172·43
24	(*a*)	B B. L.	1909	.....	...	...	...	...	...	870	8·50	...	...	...	...	27·91	27 91	...	...
25	(*a*)	B. L.	1905	Bengal and Singareni.	...	...	...	...	...	159	...	...	742	6·19	6·19	101·82	99·93	...	...
			1906		...	...	...	...	...	289	...	...	1,102	7·19	7·19	43·65	42·20	1,016·65	...
			1907		273	...	...	...	...	3,294	...	...	182	...	...	61·20	59·73	...	...
			1908		...	...	...	...	...	2,293	...	...	164	...	...	44·90	43·97	...	...
			1909		...	...	...	...	...	2,636	...	...	243	...	...	46·00	44·20	1,013·59	337·39
26	(*a*)	B.B.	1909	.....	...	...	...	...	...	829	8 50	...	...	...	...	41·50	41·50	...	...
3	(*d*)	C.B.	1905	Bengal and Assam	75	...	...	...	...	587	9·77	9·11	...	...	...	17·53	14·61	...	...
			1906		71	...	...	...	...	856	9·62	9·50	...	...	...	20·40	1 7·21	...	...
			1907		67	...	...	...	...	1,459	8·55	7·00	...	...	...	25·81	22·56	...	...
			1908		59	...	...	...	...	1,363	12·50	12·50	...	...	...	25·80	21·39	...	...
			1909		49	...	...	...	...	1,614	12·84	12·45	...	...	...	27·03	28·37	...	...
28	(*a*)	C.	1905	.....	...	...	...	...	...	123	17·25	...	2	24·50	...	64·16	64·16	...	...
			1906		...	...	...	...	...	215	18·00	...	3	21·50	...	29·71	29·71	...	...
			1907		...	...	...	...	...	179	17·55	...	1	25·56	...	16·78	13·22	...	...
			1908		...	...	...	...	...	132	17·00	...	1	...	...	15·87	15·87	...	...
			1909		...	...	...	...	...	260	18·00	17·00	2	16·00	16·00	21·47	74·42	...	...

APPENDIX 12—*contd.*

[APPENDIX 27 IN THE REPORT FOR 1908.]

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1905 to 1909.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railways.	Calendar year.	Sources of Supply.			Description of fuel with actual quantity consumed and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.			
							Foreign coal.			Indian coal.			Wood.						
								Cost per ton.			Cost per ton.			Cost per ton.					
Main head.	Sub-head.			Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
					Coal.	Wood													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
30	(a)	D.B.	1908	Bengal	...	...	...	...	...	178	...	...	3	...	...	27·32	22·77	...	...
			1909		576	...	...	...	...	237	12·41	3·50	2	7·54	7·54	29·41	24·95	...	...
2	(o) & (p)	G.D. & R.	1905	Bengal	...	...	...	...	...	1,384	...	...	207	...	...	27·05	26·90	...	...
			1906		...	...	...	...	..	1,833	...	...	79	...	...	28·91	28·80	...	...
			1907		335	...	...	...	...	1,860	17·19	14·02	91	3·00	3·00	24·47	24·38	...	...
			1908		228	...	...	...	...	2,116	17·20	...	78	3·00	...	27·73	27·62	...	...
			1909		249	...	...	...	...	2,174	18·03	14·87	82	4·43	...	28·62	28·34	...	...
1	(b) to (g)	G.C., J.G E., P.R., R.D., M.B. & P.L. L.	1905	Bengal	569	...	...	...	...	7,333	9·53	2·28	...	...	...	46·34	40·77	1,040·14	320·38
			1906		443	...	...	...	...	10,761	7·15	2·43	...	...	...	57·52	48·93	1,421·63	335·15
			1907		237	...	...	...	...	18,155	7·02	3·87	...	...	...	70·55	57·48	1,509·23	389·57
			1908		108	...	...	...	...	30,953	6·43	4·93	...	...	...	95·91	78·33	1,938·43	575·33
			1909		138	...	...	...	...	28,134	6·98	5·14	...	...	...	80·10	64·12	1,852·11	422·10
8	(h)	K. S.	1905	Bengal, Dandot and Khost.	1,016	...	...	...	...	5,189	17·50	2·25	43	...	...	71·18	66·77	6,500·13	942·22
			1906		904	...	...	...	...	4,917	18·15	4·00	3	...	14·00	77·29	67·65	5,407·71	893·13
			1907		1,012	...	...	...	...	7,081	...	5·00	...	...	...	73·53	65·26	5,879·23	837·70
			1908		...	...	...	...	...	9,991	...	...	21	...	...	91·91	79·72	6,779·84	1,137·22
			1909		...	...	...	...	...	9,560	...	...	15	...	...	83·56	68·46	6,488·53	1,021·55
8	(i) & (j)	K. T. & N. D.	1905	Bengal, Dandot and Khost.	...	...	12	*	*	2,726	†	‡	132	...	...	19·72	16·08	1,243·44	301·98
			1906		...	...	...	...	...	3,548	(a)	(b)	74	...	...	19·43	16·17	1,763·93	337·51
			1907		...	...	...	...	...	4,001	...	...	8	...	...	22·03	18·15	1,951·14	371·80
			1908		...	...	...	...	...	3,840	...	...	...	...	...	25·68	22·34	2,433·26	434·20
			1909		...	...	...	...	...	4,731	...	...	...	...	...	29·32	26·36	3,318·42	531·42
10	(j) & (k).	M.D. and T.K.	1906	Bengal & Singareni	478	19	...	...	...	1,342	11·60	5·70	207	4·13	3·73	35·63	31·86	2,910·01	469·17
			1907		159	...	...	...	...	1,528	14·95	11·52	186	...	4·25	37·24	32·78	5,669·29	469·82
			1908		148	2	...	...	...	1,659	15·74	...	93	3·80	...	38·51	37·23	6,146·09	477·00
			1909		196	1	...	...	...	1,173	20·21	...	116	4·16	...	32·76	32·68	3,727·88	377·97
19	(a)	M. R. W.	1905	Bengal and Kasunda	445	...	...	...	...	1,796	18·34	16·25	62	4·77	4·77	32·47	31·55	...	...
			1906		§386	...	...	...	...	317	17·25	15·25	8	10·89	10·89	25·52	25·27	...	...
			1907		§386	...	...	...	...	390	17·54	16·54	8	9·26	9·26	29·00	27·66	...	...
			1908		1,283	...	...	...	...	536	13·50	5·25	5	10·50	10·50	28·53	28·35	...	...
			1909		1,283	...	...	...	...	645	17·86	5·00	5	14·00	14·00	34·37	32·03	...	...
20	(c)	P. W. L.	1905	Bengal	655	...	...	...	...	24	11·03	2·35	1,303	...	3·59	20·39	19·41	...	...
			1906		...	...	...	...	...	...	...	...	1,520	...	3·56	21·94	20·74	...	...
			1907		...	...	...	...	...	...	...	...	1,501	...	3·68	23·23	21·23	...	...
			1908		...	...	...	...	...	...	...	...	1,582	...	3·71	22·75	20·37	...	...
			1909		...	...	...	...	...	...	...	...	1,545	...	3·05	22·51	19·84	...	...

* There was no importation of foreign coal during the year.

† Bengal coal *vid* Kiamari Rs. 11·93 and *vid* Ghaziabad Rs. 13·84.

‡ Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Dandot coal between Rs. 8·04 and Rs. 12·27.

(*a*) Bengal coal *vid* Kiamari Rs. 11·76 and *vid* Ghaziabad Rs. 15·85.

(*b*) Bengal coal from Rs. 2·25 to Rs. 4·25 and Khost and Dandot coal between Rs. 8 and Rs. 12.

§ This distance is by rail; the distance by sea is 637 miles.

APPENDIX 12—*concluded.*

[APPENDIX 27 IN THE REPORT FOR 1908.]

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1905 to 1909.

Classification No of Railway. (Detailed in "Index" to Appendix 9).		Railways.	Calendar year.	Sources of Supply.			Description of Fuel with actual quantity consumed and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)			
							Foreign coal.			Indian coal.			Wood.						
								Cost per ton.			Cost per ton.			Cost per ton.					
Main head.	Sub-head.			Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages).		Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.	Quantity in tons.	Including freight.	Excluding freight.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
					Coal.	Wood.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
32	(a)	S. S.	1907	Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			1908		...	...	...	...	...	2,200	...	...	15	...	...	4·06	4·06	...	...
			1909		...	...	...	...	...	1,850	14·00	6·00	...	...	...	30·70	27·28	...	...
33	(a)	B. P.	1905	Bengal	157	...	...	...	...	1,128	4·33	1·56	...	...	...	28·53	26·92	...	...
			1906		157	...	...	...	...	1,428	4·24	1·81	...	...	...	34·24	32·33	...	...
			1907		157	...	...	...	...	1,696	5·94	3·40	...	...	...	40·36	38·13	...	...
			1908		157	...	...	...	...	1,527	8·19	5·38	...	...	...	36·95	34·80	...	...
			1909		157	...	...	...	...	1,660	6·00	3·56	...	...	...	57·46	34·53	...	...
34	(a)	T. B.	1905	Assam	...	...	...	...	...	643	13·50	...	...	...	...	38·85	...	...	...
			1906		...	...	...	...	...	673	13·50	...	...	...	...	40·44	...	...	...
			1907		...	...	...	...	...	576	13·50	...	...	...	...	35·34	...	...	...
			1908		...	...	...	...	...	416	15·19	...	...	...	...	30·51	...	...	...
			1909		...	...	...	...	...	401	15·19	...	...	...	...	28·12	...	...	
36	(a)	D. H.	1905	Bengal	...	...	...	...	...	5,025	7·84	2·25	...	...	...	44·68	44·68	...	...
			1906		...	...	...	...	...	4,799	10·09	2·50	...	...	...	46·08	46·08	...	...
			1907		...	...	...	...	...	7,887	2·72	2·25	...	...	...	76·35	76·68	...	...
			1908		...	...	...	...	...	4,058	14·06	3 63	...	...	...	40·21	40·21	...	...
			1909		...	...	...	...	...	4,731	14·70	4·00	...	...	...	37·29	37·29	...	...
37 & 38	(a)	H. A. & H. S.	1909	.....	...	...	...	...	...	3,051	8·50	...	...	...	...	29·16	29·16	...	...
5	(h)	G. L.	1905	Bengal and Mohpani.	535	...	...	...	...	2,558	13·62	3·75	27	...	...	41·73	38·81	...	...
			1906		535	...	...	...	...	2,848	*13·37	3·75	25	...	...	43·86	40·45	...	...
			1907		538	...	...	...	...	3,103	11·38	5·00	25	...	...	44·02	39·94	...	...
			1908		538	...	...	...	...	2,822	11·87	5·50	27	...	...	41·31	37·82	...	...
			1909		538	...	...	...	...	2,581	11·87	5·50	32	...	...	36·38	33·24	...	...
40	(a)	J.	1905	Assam	12	...	...	...	...	864	13·61	...	...	...	...	35·90	...	...	...
			1906		†	...	...	...	...	946	13·61	8·50	...	...	...	41·76	...	...	...
			1907		142	...	...	...	...	1,010	13·61	8·50	...	...	...	40·14	...	...	...
			1908		142	...	...	...	...	1,135	15·31	10·19	...	...	...	48·33	...	...	...
			1909		142	...	...	...	...	1,181	15·31	11·49	...	...	...	51·98	...	...	...
5	(i)	M. T. H.	1907	.....	54	...	11	25·00	24·00	200	19·00	18·00	10	7·00	...	68·73	63·89	...	...
			1908		...	...	...	...	...	375	18·00	15·00	2	7·00	...	64·59	64·01	...	...
			1909		...	...	...	...	...	393	16·54	15·45	...	...	...	60·80	60·80	...	...
		TOTAL	1905‡	.. ...	...	...	18,235	...	...	2,668,424	...	...	253,093	...	...	...	...	...	...
			1906‡		...	...	37,280	...	...	2,878,281	...	...	248,224	...	...	...	...	...	...
			1907§		...	...	54,861	...	...	3,343,219	...	...	189,448	...	...	...	...	...	...
			1908‖		...	...	79,633	...	...	3,604,094	...	...	165,085	...	...	...	...	...	...
			1909		...	...	76,221	...	...	3,689,093	...	...	127,114	...	...	...	...	...	...

* Reduced to Rs. 10·12 per ton from 15th November 1906.

† 12 miles from Steamer Ghat to Jorhat; 130 miles from Ledo to Moriani.

‡ Excluding (1) the Deoghur, (2) Baraset-Basirhat, (3) Bukhtiarpore-Behar, (4) Howrah-Amta and (5) Howrah-Sheakhala Light railways.

§ Excluding (2), (3), (4) and (5) referred to in note‡ and the Shahdara (Delhi)-Saharanpur Light railway.

‖ Excluding (2), (3), (4) and (5) referred to in note‡.

APPENDIX 13.

[APPENDIX 28 IN THE REPORT FOR 1908.]

Quantity of (*i*)**Indian** *coal mined, consumed by railways in India and exported by sea to Indian ports and to Foreign ports outside India including Burma, and* (*ii*)**Foreign** *coal imported into* **India**, *during the calendar years 1885 to 1909.*

Years.	Quantity mined in each Province.												Quantity of Indian coal consumed by railways in India.	Quantity of Indian coal exported by sea.		Quantity of Foreign coal imported into India.	
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Baluchistan.	Rajputana (Bikaner).	Madras.	Burma.	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16) *	(17)	(18)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716		500	738,643	40,659
1886.	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075		199	698,482	42,652
1887.	1,319,090	128,981	89,302	15,497	3,259	7,523	...	411	...	...	...	1,564,063	488,774		315	786,149	43,010
1888.	1,380,594	157,768	101,528	41,580	13,382	11,249	...	2,802	...	...	...	1,708,903	551,770		15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	...	8,238	...	...	...	1,946,172	715,240		39,972	717,024	52,189
1890.	1,626,245	137,022	145,708	77,842	125,486	40,677	...	15,541	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142		4,515	726,069	17,344
1892.	1,920,050	132,005	164,050	88,623	149,601	66,352	...	13,284	...	61	3,670	2,537,696	885,492		15,725	628,374	23,123
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	...	20,094	...	502	9,938	2,562,001	924,900		52,302	616,319	18,066
1894.	2,035,934	140,495	169,448	132,837	240,525	66,467	...	24,753	...	1,337	12,111	2,823,907	1,062,748	143,813	154,282	675,043	57,112
1895.	2,716,155	122,776	172,717	118,479	292,915	72,493	...	25,458	...	1,737	17,289	3,540,019	1,119,621	162,276	211,407	773,675	15,458
1896.	3,037,920	141,185	177,259	115,386	262,681	79,017	...	26,257	...	†1,000	22,993	3,863,698	1,182,051	389,842	191,030	524,420	93,212
1897.	3,142,497	131,629	185,533	124,778	365,550	92,792	...	12,043	...	...	11,472	4,066,294	1,328,120	731,742	390,979	210,257	47,016
1898.	3,622,090	149,709	200,329	134,726	394,622	85,862	...	13,372	511	...	6,975	4,608,196	1,418,241	737,689	490,290	297,076	34,209
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	406,451	112,064
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	...	23,281	9,250	...	10,228	6,118,692	1,858,061	1,030,709	711,874	91,710	43,939
1901.	5,487,585	191,516	254,100	164,362	421,218	67,730	...	24,656	12,094	...	12,466	6,635,727	1,956,631	1,157,892	845,953	112,519	79,108
1902.	6,259,236	196,981	221,096	171,538	455,424	55,373	1,060	33,889	16,503	...	13,302	7,424,402	2,091,992	974,602	28,316	198,574	20,773
1903.	6,361,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,306	7,438,386	2,203,889	1,235,318	723,873	133,711	30,429
1904.	7,063,680	139,027	266,765	185,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	896,885	176,705	77,169
1905.	7,234,103	147,265	277,065	157,701	454,294	62,622	...	41,725	42,964	...	...	8,417,739	2,668,424	1,635,263	1,144,660	147,730	50,024
1906.	8,617,820	92,848	285,490	170,292	467,924	73,119	...	42,164	32,372	...	1,222	9,783,251	2,878,281	1,830,793	1,394,782	199,215	27,150
1907.	9,993,348	134,088	295,795	178,588	414,221	60,749	...	42,488	28,062	...	...	11,147,339	3,343,219	1,865,056	1,040,242	227,176	74,412
1908.	11,559,911	213,789	275,224	155,107	444,211	54,794	...	45,212	21,297	‡90	...	12,769,635	3,604,094	2,124,642	1,045,693	173,474	211,840
1909.	10,660,811	238,100	305,563	121,496	442,892	37,208	...	52,419	11,449	‡96	...	11,870,064	3,689,093	1,716,823	912,154	304,803	179,169

* Up to 1893 the figures in this column are for official years and exclude exports to Burma Port.

† Produced in the North-Western Provinces.

‡ Produced in the North-West Frontier Province.

[APPENDIX 29 IN THE

Details of working of State *collieries, worked by either Railway*

PARTICULARS.		BENGAL.		CENTRAL PROVINCES.			
		KURHURBAREE AND SERAMPORE.		BALLARPUR.		MOHPANI.	
		1908.	1909.	1908.	1909.	1908.	1909.
(1)		(2)	(3)	(4)	(5)	(6)	(7)
Name of owner		East Indian Railway.		State.		Great Peninsula Railway.	
Capital outlay	Rs.	28,83,307	29,17,977	6,75,625	7,61,454	8,07,839	8,37,670
Output. Large coal	Tons	550,823	4,75,749	...	63,120	43,034	57,981
Small coal	Tons	39,878	34,966	...	22,117	...	...
Slack coal	Tons	81,043	77,626	...		†5,208	†2,686
Total	Tons	671,744	5,88,341	45,299	85,237	48,242	60,667
Quantity issued	Tons	666,831	5,76,368	45,299	82,852	45,351	58,519
Gross earnings	Rs.	§12,45,426	§10,55,656	2,10,950	3,85,292	2,60,044	3,40,294
Working expenses	Rs.	12,45,426	10,55,656	1,24,903	2,36,321	3,58,805	3,01,744
Net earnings or loss	Rs.	...	...	86,047	1,48,971	*—98,761*	38,550
Percentage on capital		...	...	12·74	19·56	...	4·60
Average number of persons employed daily ...		5,934	5,885	456	750	1,227	1,224
Number of tons raised per person employed ...		222	100	99	114	39	50
Number of persons killed		9	5	...	...	1	...
Number of persons injured		7	15	1	3	4	3

DIX 14.

REPORT FOR 1908.]

Companies or the State.

PUNJAB.		BALUCHISTAN.		PUNJAB.		BALUCHISTAN.		REMARKS.
DANDOT.		KHOST.		HARANPUR PRESSED FUEL FACTORY.		KHOST PRESSED FUEL FACTORY.		
1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
North State	Western railway.	North State	Western railway.	North State	Western railway.	North State	Western railway.	
2,47,970	2,62,490	3,09,299	2,97,023	63,871	59,081	27,752	27,752	*Kurhurbaree and Serampore collieries.*—The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
17,513	14,877	290	635	...	...	...	...	
...	...	*25	*55	...	...	...	...	
11,274	9,752	‡30,740	‡40,374	...	...	...	...	
28,787	24,629	31,055	41,064	‖5,268	‖6,274	‖15,350	‖81,140	*Ballarpur colliery.*—The working of the colliery was started from the 1st April 1907.
28,787	24,629	31,547	40,237	5,268	6,274	15,350	18,140	
2,19,383	1,72,244	2,84,792	3,94,384	60,582	72,148	1,85,047	2,19,608	*Mohpani colliery.*—The capital outlay is made up of the purchase money (£ 40,000) and the expenditure incurred from the date of purchase (1st July 1904).
2,54,991	2,41,578	3,19,263	3,69,660	68,682	72,922	1,77,991	2,11,617	*Khost colliery.*—The decrease in the capital outlay in 1909 was due chiefly to the amount written off for depreciation during the year.
—35,608	*—69,334*	*—34,471*	24,724	*—8,100*	*—774*	7,956	7,991	
...	...	...	8·33	...	...	25·43	28·79	*Haranpur pressed fuel factory.*—The decrease in the capital outlay in 1909 was due chiefly to the amount written off for depreciation.
902	688	715	763	11	11	24	27*	*Khost pressed fuel factory.*—Purchased by the North Western State railway with effect from the 1st April 1907. The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
32	36	44	53	(a) 479	570	640	672	
1	2	25	3	...	...	...	...	* Nut coal. † Splint coal. ‡ Mixed coal. § Coal issued to railway at cost price. ‖ Pressed fuel.
5	5	4	1	...	...	...	...	

(a) Revised figure.

APPEN

[APPENDIX 22 IN

Rolling-stock under different heads on each

Items.	GAUGE.												3' 3½"								
	CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (g)	6 (a) & (b)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	Calcutta Port Commissioners'	11	12	13	14	15 (a) & (b).	16	17	3 (b) & (c)	7 (c)
	Railway.		B. N.	B. & C. I.	E. B. S.	E. I.	G. I. P.	M. & S. M.	N. G. S.	N. W.	O. & R.	S. P.		A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.
1	2		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Engines.																					
1	Engines — Employed exclusively on passenger working.		81	105	76	201	280	73	4	16	99	37	...	...	54	...	...	12	...	...	...	2
	Engines — Employed exclusively on goods working.		...	...	44	408	505	...	20	674	...	22	45	...	...	...	...	...	...	...	...	10
	Engines — Employed on mixed working or on both passenger working and goods working.		308	145	111	466	161	151	38	141	108	43	...	102	274	10	3	293	2	26	199	43
2	**Total Engines**	...	389	250	231	1,075	946	224	62	1,031	207	102	45	102	328	10	37	305	2	26	199	55
	Coaching vehicles.																					
3	Saloons, Royal and State. — 4-wheeled	...	...	...	...	...	...	...	4	3	...	...	...	...	...	...	...	...	...	...	...	...
	Saloons, Royal and State. — 6-wheeled	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	1	...
	Saloons, Royal and State. — Bogie	...	...	...	...	2	...	1	6	5	2	...	...	2	...	...	...	2	...	...	1	3
4	Saloons, ordinary ... — 4-wheeled	...	2	13	21	...	...	...	3	...	...	...	...	...	7	3	...	...	...	...	14	...
	Saloons, ordinary ... — 6-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	9	1	...	...	...	...	6	...
	Saloons, ordinary ... — Bogie	...	...	...	...	4	...	...	...	...	...	...	...	4	1	...	...	...	...	...	...	...
5	Reserved carriages — 4-wheeled	...	21	9	2	43	7	11	8	50	15	...	...	...	8	...	8	26	...	...	...	4
	Reserved carriages — 6-wheeled	...	...	3	...	5	...	1	...	14	...	...	...	...	...	...	...	2	...	...	...	3
	Reserved carriages — Bogie	...	...	2	...	1	1	...	1	3	12	...	...	...	...	...	1	16	...	...	...	1
6	Inspection carriages — 4-wheeled	...	1	...	...	...	1	3	...	...	1	3	...	11	...	1	...	...	...	...	...	...
	Inspection carriages — 6-wheeled	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	..	...	...	...	...	...
	Inspection carriages — Bogie	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Dining cars ... — 4-wheeled	...	...	...	...	...	2	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
	Dining cars ... — 6-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	...	...	...	...	...	...
	Dining cars ... — Bogie	...	1	...	...	8	12	...	...	7	3	...	...	3	...	...	...	1	...	...	1	...
8	Family carriages ... — 4-wheeled	...	...	...	...	...	8	2	3	...	2	...	...	...	...	...	...	5	...	...	...	...
	Family carriages ... — 6-wheeled	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	1
	Family carriages ... — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
9	First class carriages — 4-wheeled	...	26	1	14	83	83	24	9	82	38	7	...	2	6	...	6	22	...	...	4	...
	First class carriages — 6-wheeled	...	...	...	...	...	...	...	...	...	...	1	...	...	31	3	...	...	...	...	13	7
	First class carriages — Bogie	...	...	2	...	12	7	...	...	1	...	...	...	...	...	...	...	...	...	...	7	...
10	Composite, first and second class. — 4-wheeled	...	43	14	57	56	77	57	12	102	54	28	...	3	28	1	10	27	...	10	13	...
	Composite, first and second class. — 6-wheeled	...	...	4	...	...	...	...	...	...	...	...	...	...	12	5	...	...	...	...	26	11
	Composite, first and second class. — Bogie	...	18	30	23	40	82	...	4	21	15	...	...	18	16	...	6	17	...	...	11	2
11	Composite, first, second and third class. — 4-wheeled	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Composite, first, second and third class. — 6-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Composite, first, second and third class. — Bogie	...	6	...	...	...	22	7	...	79	...	3	...	22	...	...	5	49	...	...	...	...
12	Other composite carriages. — 4-wheeled	...	5	...	18	3	...	3	...	32	4	...	...	...	...	1	5	...	2	...	...	...
	Other composite carriages. — 6-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Other composite carriages. — Bogie	...	...	5	...	216	17	...	...	...	28	...	...	3	...	...	3	11	...	...	10	...
	Coaching vehicles carried over.		126	83	135	479	321	113	50	399	174	44	...	68	123	17	49	174	3	10	107	33

DIX 15.

THE REPORT FOR 1908.]

railway at the close of the calendar year 1909.

3′ 3⅜″							2′ 6″																			2′ 0″							Items.
18	6 (c) to (l)	19	2 (h) to (n)	20 (a) & (b)	10 (b) to (i)	21	24	25	26	28	30	3 (b) & (d)	2 (o) & (p)	1 (b), (c), (f) & (g)	8 (h)	8 (i) & (j).	10 (j) & (k)	19	1 (d)	1 (e)	20 (c)	32	33	34	8 (k)	36	5 (h)	37	38	40	5 (i)	
J. B.	M. & S. M. M.	M. R. W.	R. M.	B. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B.B.	C.	D. B.	E. B. S. M.	G. D. & R.	G. C., J. G. E., P. R. & R. D.	K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	
...	40	...	169	...	...	1	...	...	...	1	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	5	2	...	...	25	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	9	...	...	...	...	...	...	
56	228	3	320	51	243	2	5	12	4	3	3	13	13	63	35	29	6	1	3	3	5	8	6	3	...	16	20	15	4	9	5	
56	273	5	489	51	268	3	5	12	4	4	3	13	13	63	35	29	6	5	3	3	5	8	6	3	9	16	20	15	4	9	5	2
1	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
3	6	1	5	...	4	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	
...	...	...	3	...	...	...	...	...	...	...	...	2	...	...	...	...	...	1	...	...	...	1	...	...	...	2	...	...	...	...	...	
...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	4
...	...	...	...	...	2	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	1	2	...	...	...	...	
...	8	...	...	4	...	...	1	...	...	...	...	...	...	...	4	1	...	...	...	...	...	...	...	...	...	4	...	1	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	6	...	...	...	...	...	...	...	...	...	...	...	...	5	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	
8	...	...	17	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	
...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	6	...	7	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	
3	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	6	...	3	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3	...	3	41	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4	44	2	40	6	4	...	...	...	1	...	...	...	...	...	12	3	...	...	2	...	...	2	...	...	...	14	...	...	...	...	14	
...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	6	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	4	...	...	4	...	
20	64	7	56	8	51	3	4	...	1	...	...	6	...	2	4	8	...	4	...	...	3	...	2	...	...	5	...	4	...	...	1	
...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
3	17	...	49	6	11	...	...	...	...	...	...	...	...	4	10	...	4	...	...	...	...	...	...	...	...	2	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	2	48	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2	...	...	...	...	9	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	3	...	2	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
7	8	...	34	...	...	...	...	6	...	...	1	...	...	6	...	...	...	2	1	...	...	...	5	...	...	2	4	...	...	2	...	
54	159	13	255	37	158	4	5	7	2	1	2	13	3	21	30	14	4	7	4	2	4	3	4	5	...	33	13	5	3	6	19	

APPEN

[APPENDIX 22 IN

Rolling-stock under different heads on each

Items.	GAUGE.	5′ 6″											3′ 3½″								
	CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (g)	6 (a) & (b)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	Calcutta Port Commissioners'.	11	12	13	14	15 (a) & (b).	16	17	3 (b) & (c)	7 (c)
	Railway.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M. & S. M.	N. G. S.	N. W.	O. & R.	S. I.		A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Coaching vehicles—*concld.*																				
	Coaching vehicles brought forward.	126	83	135	479	321	113	50	399	174	44	...	68	123	17	49	174	2	10	107	32
13	Second class ... 4-wheeled ...	28	18	14	78	129	42	10	91	33	26	...	3	10	...	8	47	...	...	16	...
	Second class ... 6-wheeled ...	...	...	...	...	...	4	...	...	...	...	...	...	28	1	...	...	...	...	3	10
	Second class ... Bogie ...	...	18	...	15	2	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...
14	Second class with postal accommodation ...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...
	Intermediate class. 4-wheeled	26	4	28	67	...	4	...	132	33	...	...	...	...	...	14	...	...	...	44	...
	Intermediate class. 6-wheeled	...	1	...	...	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...	...
15	Intermediate class. Bogie	...	15	7	17	...	...	...	12	...	...	...	...	...	...	3	...	...	...	3	...
	Intermediate class. Ambulance 4-wheeled	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Intermediate class. Ambulance Bogie ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Composite, intermediate and third class	14	...	41	27	...	7	...	127	34	...	...	6	78	4	2	...	...	...	49	...
17	Intermediate and postal carriages ...	3	5	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...
18	Intermediate, third and postal carriages	1	...	3	...	...	...	...	...	2	...	...	...	...	4	...	...	...	...	2	...
19	Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Third class carriages without brakes. 4-wheeled	..	114	176	658	544	328	...	64	1	179	...	...	213	2	113	233	8	44	228	...
	Third class carriages without brakes. 6-wheeled	...	39	...	...	...	...	...	...	...	...	...	...	141	19	...	...	...	...	...	65
	Third class carriages without brakes. Bogie	...	163	78	207	176	26	...	...	...	...	...	...	6	...	10	204	...	1	98	2
	Third class carriages without brakes. Ambulance 4-wheeled	...	8	...	92	16	45	...	174	...	...	...	...	...	...	...	54	...	...	...	...
	Third class carriages without brakes. Ambulance Bogie ...	...	7	...	24	12	...	...	77	...	...	...	...	...	...	...	...	...	...	...	...
21	Third class carriages with brakes. 4-wheeled	284	10	...	29	67	2	64	177	81	...	...	...	2	...	4	8	...	...	7	...
	Third class carriages with brakes. 6-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	215	...	...	...	...	...	...	...
	Third class carriages with brakes. Bogie	136	24	...	18	62	...	8	...	43	...	...	93	136	...	15	37	...	...	...	1
	Third class carriages with brakes. Ambulance 4-wheeled	21	...	...	...	22	...	...	262	188	...	...	...	...	...	...	...	...	...	...	...
	Third class carriages with brakes. Ambulance Bogie ...	...	...	...	6	8	...	...	312	...	...	...	...	...	...	...	...	...	...	...	...
22	Third class and postal vans ...	18	12	6	53	31	8	5	70	39	4	...	16	21	...	4	47	...	...	13	4
23	Brake-vans (used exclusively on passenger service).	35	44	23	168	130	...	18	320	98	...	...	...	...	...	23	...	...	6	51	10
24	Brake-vans with Intermediate class	7	...	17	...	...	...	...	...	...	...	...	65	...	...	...	...	...	...	2	...
	Brake-vans with Third class ...	92	...	27	...	...	...	...	149	7	12	...	...	...	...	3	54	...	...	...	...
25	Brake-vans fitted with postal compartments.	...	...	...	...	17	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...
26	Postal vans	...	...	1	18	9	5	...	10	...	4	...	...	...	...	...	5	...	...	3	...
27	Composite, postal and other carriages	12	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
28	Prison vans	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	3	...	...	4	...
29	Carriage trucks	11	7	9	39	55	19	2	42	...	8	...	...	5	...	6	1	...	...	5	...
30	Horse boxes	19	20	22	75	114	38	10	142	58	18	...	16	30	1	5	37	...	3	15	10
31	Luggage vans	31	32	26	59	127	32	7	61	43	8	...	14	1	...	...	17	...	4	44	...
32	Produce Vendors' vans	...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Milk vans	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	*Fish* vans	...	...	31	...	...	...	...	...	...	...	...	3	...	...	...	...	...	2	23	...
35	Store, ice and stationery vans ...	...	...	...	1	...	...	...	18	4	...	...	...	...	...	...	...	...	...	...	...
36	Miscellaneous	...	...	13	13	...	...	...	32	...	...	...	1	...	...	...	68	...	2	16	...
37	**Total coaching vehicles** ...	864	624	713	2,153	1,870	673	174	2,685	837	303	...	285	1,041	48	264	989	10	72	744	134

DIX 15—*contd.*

THE REPORT FOR 1908.]

railway at the close of the calendar year 1909.

3′ 3½″						2′ 0″																		2′ 0″							
18	6 (c) to (l)	19	2 (h) to (n)	20(a) & (b)	10 (b) to (i)	21	24	25	26	28	30	3 (b) & (d)	2(c) & (p)	1 (b), (c), (f) & (g)	8 (h)	8 (i) & (j)	10 (j) & (k)	19	1(d)	1 (e)	20 (c)	32	33	34	3(k)	36	5(k)	37	38	40	5(i)	
J.B.	M. & S.M.M.	M. R. W.	R. M.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B. B.	C.	D.B.	E. B. S. M.	G. D. & R.	G. C., J. G. E., P. R. & R. D.	K. S.	K. T. & N. D.	M. D. & T K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S.S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M.T H.	Items.
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
54	159	13	255	37	158	4	5	7	2	1	2	13	3	21	30	14	4	7	4	2	4	3	4	5	...	33	13	5	3	6	19	
6	37	2	49	3	28	1	...	...	...	...	...	...	1	...	10	...	...	4	...	...	...	...	...	...	...	21	3	...	...	...	7	13
...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	8	...	...	...	...	...	...	...	7	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	14
17	...	...	32	3	...	2	5	...	2	...	...	2	...	...	...	3	...	...	...	...	...	2	1	...	...	...	...	6	2	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3	...	...	12	11	...	...	...	...	1	...	...	2	...	10	...	...	...	...	...	...	...	...	2	...	...	...	...	2	1	...	...	16
...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	17
...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	34	...	...	...	...	...	...	3	...	...	...	7	...	...	...	...	13	...	...	19
65	264	30	454	40	455	11	28	...	11	...	...	25	...	...	...	24	...	15	...	...	10	22	...	...	...	...	28	83	18	...	...	
...	...	...	...	20	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
36	58	...	294	...	43	...	...	24	...	1	1	...	...	...	...	...	10	13	...	...	...	...	11	...	...	...	14	...	...	...	...	20
...	1	...	5	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	237	...	98	8	...	3	...	...	...	...	...	7	...	14	30	9	...	...	...	...	...	...	3	...	...	...	33	...	...	...	6	
...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	19	...	66	26	203	...	...	8	...	4	2	...	3	80	9	6	7	...	5	...	...	...	...	...	...	...	...	...	...	...	...	21
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10	34	...	32	1	27	1	1	...	1	...	...	2	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	22
3	51	4	7	...	83	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9	...	...	...	2	52	...	6	2	3	2	...	...	...	25	...	1	...	...	...	...	4	...	1	...	...	3	10	...	...	...	...	24
...	...	...	...	10	6	...	...	...	...	...	...	...	...	9	...	6	...	...	2	...	...	...	...	...	...	3	...	...	...	...	...	25
...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	27
...	6	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	14	...	39	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
12	47	2	80	10	33	1	...	...	...	...	...	...	2	6	...	...	...	2	...	...	...	...	...	...	...	...	5	...	...	...	...	30
...	22	...	20	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
1	10	...	3	...	23	...	...	...	...	...	...	1	1	...	7	...	...	...	...	...	...	...	...	...	...	5	2	...	...	...	...	36
216	956	54	1,469	191	1,146	23	45	41	20	8	5	56	51	168	86	66	21	51	11	5	18	27	22	12	...	109	75	96	24	21	32	37

APPEN

[APPENDIX 22

Rolling-stock under different heads on each

(In this statement the few six-wheeled wagons

Items.	GAUGE.	5′ 6″											3′ 3½″								
	CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (g)	6 (a) & (b)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10(a)	Calcutta Port Commissioners'.	11	12	13	14	15 (a) & (b).	16	17	3 (b) & (c)	7 (c)
	Railway.	B.N.	B. B. & C.I.	E.B. S.	E. I.	G. I. P.	M. & S. M.	N.G. S.	N.W.	O. & R.	S. I.		A.B.	B. & N.W.	B.D.	B.G. J.P.	B.	D.	D.S.	E.B. S.M.	H.G. V.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Goods vehicles.																				
38	Covered goods wagons, bogie. Ordinary	...	...	...	...	1	...	...	...	...	...	...	100	200	...	...	593	4	...	588	...
	Military	...	...	...	...	...	...	...	556	...	...	...	...	...	...	...	75	...	...	...	...
39	Covered goods wagons, 4-wheeled. Ordinary	3,433	1,920	3,052	3,571	5,233	937	98	7,646	2,232	104	706	1,150	3,816	263	153	3,865	...	273	2,123	440
	Military	1,277	1,221	1,432	6,510	3,850	1,318	263	6,965	3,100	593	...	813	2,107	...	145	20	...	...	456	150
40	High-sided wagons, bogie	...	...	...	...	51	...	10	70	...	...	...	15	...	...	...	16	...	...	2	2
41	High-sided wagons, 4-wheeled	1	1,358	52	6,177	3,658	1,168	949	1,582	...	473	200	126	...	...	25	60	...	864	...	260
42	Medium-sided wagons, bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
43	Medium-sided wagons, 4-wheeled	732	443	...	...	...	...	...	...	...	...	...	...	...	...	...	310	2	...	...	...
44	Low-sided wagons, bogie. Ordinary	...	...	...	...	...	...	...	102	...	...	1	...	...	...	20	115	...	...	54	...
	Military	...	105	...	...	...	...	...	140	...	...	...	...	28	...	...	...	...	...	...	...
45	Low-sided wagons, 4-wheeled. Ordinary	190	25	141	3,211	25	...	...	483	...	...	102	300	442	54	540	...	3	70	238	...
	Military	155	...	331	1,525	...	229	...	1,210	278	...	...	...	25	...	...	236	...	...	228	...
46	Coal or coke wagons	4,368	460	33	801	...	...	...	600	280	...	...	...	*150	...	...	38	...	...	...	...
47	Cattle wagons	...	...	1	13	...	1	...	24	...	...	...	4	...	1	6	230	...	...	...	...
48	Accident vans	23	17	13	54	43	20	...	...	9	3	2	5	...	1	...	14	...	...	9	...
49	Platform wagons	54	...	...	43	...	3	...	12	...	...	15	...	2	...	...	...	...	...	5	...
50	Powder vans	6	7	5	31	34	9	...	50	8	3	...	3	1	...	2	12	...	1	2	...
51	Timber trucks	119	20	12	100	191	167	4	49	141	...	...	45	279	26	22	107	...	54	206	20
52	Bolster trucks. Double	...	...	...	...	...	...	...	271	...	80	2	...	...	...	...	157	...	...	...	...
	Single	132	...	63	...	50	...	...	...	...	52	20	16	...	...	...	150	...	...	...	...
53	Ballast wagons	76	478	...	289	406	95	70	120	117	55	12	110	...	...	74	541	...	...	50	83
54	Brake-vans (used indiscriminately on passenger, goods or mixed service).	255	148	81	784	688	224	41	225	83	72	1	15	226	15	18	219	2	21	77	40
55	Travelling oil tanks	41	20	30	92	42	38	...	51	14	7	...	3	13	...	2	2	...	...	14	1
56	Travelling water tanks	...	25	12	1	11	9	3	80	1	1	...	...	...	...	1	21	...	...	...	1
57	Travelling gas holders	12	9	4	6	19	9	2	23	8	3	...	8	...	...	...	...	...	...	6	2
58	Travelling cranes	19	26	8	31	60	13	2	58	22	2	3	15	21	3	2	37	...	2	15	2
59	Miscellaneous	31	261	18	11	1	40	7	15	...	13	...	14	9	...	56	131	...	...	26	6
60	**Total Goods vehicles**	10,924	6,543	5,288	23,250	14,363	4,330	1,449	20,332	6,293	1,461	1,064	2,742	7,319	363	1,066	6,889	11	1,285	4,099	1,007
61	**Motor cars**	2	2	5	5	3	3	...	3	2	1	...	...	...	...	1	5	...	...	1	...
	LOWER CLASS CARRIAGES PROVIDED WITH LATRINE																				
	Intermediate class	26	16	18	68	...	4	...	141	33	...	...	65	32	...	13	...	...	...	45	...
	Third class	149	187	136	335	596	146	72	851	193	39	...	51	133	...	57	216	...	12	323	68
	Composites containing Intermediate or 3rd class accommodation.	47	6	63	216	150	8	...	149	46	...	...	6	78	3	2	83	...	...	65	...
62	**Total**	222	209	217	619	746	158	72	1,141	277	39	...	122	246	3	72	299	...	12	433	68

* These are 5′ 6″ gauge coal wagons.

DIX 15—*concld.*

IN THE REPORT FOR 1908.]

railway at the close of the calendar year 1909.

in use on Indian railways have been included with four-wheeled wagons.)

3′ 3½″							2′ 6″																			2′ 0″							
18	6 (c) to (l)	19	2 (h) to (n)	20 (a) & (b)	10(b) to (i)	21	24	25	26	28	30	3 (b) & (d)	2 (o) & (p)	1 (b), (c), (f) & (g)	8 (h)	8 (i) & (j)	10 (j) & (k)	19	1 (d)	1 (e)	20 (e)	32	33	34	8 (k)	36	5 (h)	37	38	40	5 (i)	Items.
J. B.	M. & S. M. M.	M. R. W.	R. M.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B. B.	C.	D. B.	E. B. S. M.	G. D. & R.	G. C. J. G. E., P. R. & R. D.	K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
6	85	...	473	...	323	...	...	67	...	...	5	...	...	430	18	49	24	10	6	2	1	...	...	...	...	...	...	...	...	42	...	38
796	3,852	29	3,388	883	1,830	33	6	...	14	...	...	103	55	20	58	25	...	10	2	...	57	80	20	30	...	84	155	14	4	...	1	39
...	193	...	1,611	250	251	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	57	15	...	...	90	...	...	5	...	...	...	...	...	...	...	13	24	9	...	...	...	...	...	2	...	...	6	...	21	...	40
...	233	25	133	...	700	...	13	...	12	15	10	...	...	...	42	19	...	...	...	...	...	...	...	12	...	132	55	32	4	...	22	41
...	182	...	...	...	6	...	...	...	...	...	...	...	...	149	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	268	...	149	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
151	...	2	227	...	27	...	...	57	4	14	...	...	106	44	12	...	...	38	10	12	...	100	...	...	...	...	...	10	...	3	...	44
...	...	...	949	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
151	267	...	10	242	...	10	...	...	18	...	25	39	83	30	...	4	...	...	2	2	3	...	27	6	...	6	10	4	...	...	...	45
...	...	...	1,201	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	350	...	...	...	...	...	...	...	...	...	...	...	...	187	...	69	...	...	...	...	...	...	...	...	336	...	...	...	...	...	...	46
36	28	...	...	...	6	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	47
...	13	1	16	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	48
...	45	...	...	...	4	...	...	...	...	...	...	1	...	...	1	74	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
1	13	...	38	2	8	...	...	...	...	...	...	...	1	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	127	...	78	76	33	...	...	...	...	...	...	37	...	43	...	...	...	...	...	...	2	...	...	2	...	4	...	...	...	...	...	51
...	30	...	...	...	38	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	52
...	65	...	...	...	20	...	...	...	...	...	...	101	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	
...	...	...	...	...	512	...	...	2	...	...	...	...	...	...	...	150	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	53
34	215	2	292	26	88	3	...	...	...	...	2	7	10	17	18	14	...	2	...	3	...	9	3	3	...	...	4	11	1	...	2	54
2	28	...	21	...	38	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55
13	25	...	...	...	23	...	...	2	...	...	...	2	...	...	17	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	56
...	31	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57
...	21	...	27	12	9	...	...	1	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58
...	3	...	1	12	7	...	...	2	...	...	...	...	2	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	14	...	59
1,190	6,131	74	8,614	1,510	4,013	46	19	136	48	29	42	290	257	921	172	445	48	70	20	19	71	189	50	55	336	244	232	71	9	80	26	60
1	...	...	...	2	3	1	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	61

ACCOMMODATION.

17	...	...	36	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
101	194	30	376	29	196	14	...	...	...	4	3	...	...	50	8	...	...	6	...	...	...	...	...	...	...	4	5	...	...	...	...	
31	35	...	60	18	31	1	...	4	...	...	1	2	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
149	229	30	472	47	227	17	...	4	...	4	4	2	...	60	8	...	...	6	...	...	...	...	...	...	...	4	5	...	...	...	...	62

purchased from and kept for use on, the East Indian railway.

APPEN

[APPENDIX 23 IN

Number of, outlay on, and work done by,

Items. (1)	GAUGE. →	5′ 6″						
	CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9). →	1 (*a*).	2 (*a*) to (*g*).	3 (*a*).	4	5 (*a*) to (*g*).	6 (*a*) & (*b*).	7 (*a*) & (*b*).
	Railways. → (2)	B. N. (3)	B. B. & C. I. (4)	E. B. S. (5)	E. I. (6)	G. I. P. (7)	M. & S. M. (8)	N. G. S. (9)
	ENGINES.							
1	Engines employed exclusively on passenger working. — Number at close of 1908	70	105	61	211	280	61	4
2	Engines employed exclusively on passenger working. — Number added in 1909	11	...	15	—10	...	12	...
3	Engines employed exclusively on passenger working. — Number at close of 1909	81	105	76	201	280	73	4
4	Engines employed exclusively on goods working. — Number at close of 1908	...	...	73	304	504	...	49
5	Engines employed exclusively on goods working. — Number added in 1909	...	...	—29	14	1	...	—29
6	Engines employed exclusively on goods working. — Number at close of 1909	...	...	44	408	505	...	20
7	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1908	300	145	78	387	161	157	9
8	Engines employed on mixed working or on both passenger working and goods working. — Number added in 1909	8	...	33	79	...	—6	29
9	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1909	308	145	111	466	161	151	38
10	Total number of locomotives on the 31st December 1909	389	250	231	1,075	946	224	62
11	Number of all classes per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	0·22	0·21	0·46	0·43	0·32	0·22	0·17
12	Average mileage run by each *per annum.* — Engines employed exclusively on passenger working.	33,785	27,283	17,717	35,377	30,102	34,542	28,259
13	Average mileage run by each *per annum.* — Engines employed exclusively on goods working	...	...	19,127	22,580	19,337	...	17,930
14	Average mileage run by each *per annum.* — Engines employed on mixed working or on both passenger working and goods working.	16,754	20,704	31,535	7,660	13,052	16,506	26,223
15	Average mileage run by each *per annum.* — All classes of engines	20,300	23,467	24,623	23,780	21,398	22,227	23,871
16	Average mileage run by each *per diem.* — Engines employed exclusively on passenger working.	92	75	49	97	82	95	77
17	Average mileage run by each *per diem.* — Engines employed exclusively on goods working	...	...	52	62	53	...	49
18	Average mileage run by each *per diem.* — Engines employed on mixed working or on both passenger working and goods working.	46	57	66	21	36	45	72
19	Average mileage run by each *per diem.* — All classes of engines	56	64	67	65	59	61	65
20	Ton-mileage hauled per engine, in thousands of tons	6,016	7,010	6,561	9,089	6,896	6,303	6,799
21	Average under repairs or renewals at any one time	51	46	35	123	204	49	8
22	Total value, in thousands of rupees on 31st December 1909	2,13,81	1,10,59	*	4,63,26	3,96,45	91,15	26,21
23	Total value per mile of line open on 31st December 1909, *excluding, 2nd, 3rd, etc., tracks.*	11,941	9,458	*	18,712	13,695	8,751	7,474
	COACHING STOCK.							
24	Number at close of 1908	824	570	696	2,125	1,868	668	157
25	Number added in 1909	40	54	17	28	2	5	17
26	Number at close of 1909	864	624	713	2,153	1,870	673	174
27	Number per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.* — 1st class	0·05	0·04	0·15	0·09	0·07	0·07	0·12
28	Number per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.* — 2nd class	0·03	0·05	0·11	0·06	0·03	0·08	0·05
29	Number per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.* — Intermediate class	0·02	0·02	0·18	0·06	...	0·01	...
30	Number per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.* — 3rd class	0·29	0·33	0·59	0·43	0·30	0·39	0·22
31	Number per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.* — All other classes	0·09	0·09	0·38	0·21	0·19	0·10	0·10
32	Number per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.* — Total of all classes	0·48	0·53	1·41	0·85	0·64	0·65	0·49

* Included in items 71 and 72.

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rolling-stock during 1909 (except where otherwise stated).

5′ 6″			3′ 3⅜″												
8 (*a*) to (*g*).	9 (*a*) & (*b*).	10 (*a*).	11	12	13	14	15 (*a*) & (*b*)	16	17	3 (*b*) & (*c*).	7 (*c*).	18	6 (*c*) to (*l*)	19	Items.
N. W. (10)	O. & R. (11)	S. I. (12)	A. B. (13)	B. & N. W. (14)	B. D. (15)	B. G. J. P. (16)	B. (17)	D. (18)	D. S. (19)	E. B. S. M. (20)	H. G. V. (21)	J. B. (22)	M. & S. M. M. (23)	M. R. W. (24)	(25)
207	99	27	...	...	...	...	12	...	...	...	2	...	44	...	1
9	...	10	...	54	...	...	...	...	...	...		...	—4	...	2
216	99	37	...	54	...	...	12	...	...	...	2	...	40	...	3
597	...	22	...	...	...	...	...	...	...	...	10	...	5	2	4
77	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
674	...	22	...	...	...	...	...	...	...	...	10	...	5	2	6
132	108	39	95	328	10	37	291	2	26	179	43	54	223	3	7
9	...	4	7	—54	...	...	2	...	...	20	...	2	5	...	8
141	108	43	102	274	10	37	293	2	26	199	43	56	228	3	9
1,031	207	102	102	328	10	37	305	2	26	199	55	56	273	5	10
0·24	0·15	0·23	0·13	0·17	0·07	0·08	0·20	0·42	0·31	0·20	0·14	0·06	0·13	0·07	11
37,002	34,222	20,704	...	23,043	...	...	22,023	...	...	...	22,076	...	25,887	...	12
10,834	...	20,024	...	...	...	...	...	...	...	...	3,983	...	15,987	...	13
19,940	22,504	12,459	...	20,794	...	28,974	24,983	8,114	19,239	20,353	26,537	29,451	23,711	...	14
23,787	28,108	19,605	22,763	21,165	...	28,974	24,895	8,114	19,239	20,353	24,979	29,451	23,920	20,943	15
101	94	57	...	63	...	...	60	...	...	...	63	...	71	...	16
30	...	55	...	...	...	...	...	...	...	...	11	...	44	...	17
55	62	34	...	57	...	79	68	22	53	56	73	81	65	...	18
65	77	54	62	58	...	79	68	22	53	56	68	81	66	57	19
7,190	7,072	4,067	3,912	3,899	...	3,980	4,597	...	...	3,691	3,617	5,270	4,137	...	20
324	26	23	7	36	2	5	27	...	9	37	7	9	7	1	21
4,64,67	1,06,99	...	34,94	1,05,14	2,70	7,61	99,71	...	*	†51,82	16,85	17,47	‡66,05	1,56	22
10,641	8,483	...	4,532	5,633	1,765	1,658	6,529	...	*	†4,781	4,309	1,837	‡3,249	2,108	23
2,318	804	286	273	987	48	251	958	10	72	661	124	195	932	53	24
367	33	17	12	54	...	13	31	...	...	83	10	21	24	1	25
2,685	837	303	285	1,041	48	264	989	10	72	744	134	216	956	54	26
0·05	0·09	0·05	0·05	0·05	...	0·07	0·06	...	0·13	0·03	0·07	0·04	0·04	0·17	27
0·05	0·06	0·07	0·03	0·03	...	0·05	0·06	...		0·05	0·04	0·02	0·04	0·07	28
0·05	0·05	...	0·02	0·03	...	0·04	...	...	...	0·08	...	0·02	...	...	29
0·29	0·29	0·33	0·16	0·40	...	0·32	0·42	...	0·58	0·36	0·18	0·13	0·30	0·40	30
0·18	0·17	0·07	0·11	0·02	...	0·09	0·11	...	0·22	0·18	0·05	0·02	0·08	0·08	31
0·62	0·66	0·52	0·37	0·53	0·31	0·57	0·65	2·09	0·93	0·75	0·34	0·23	0·46	0·72	32

*Included in items 71 and 72.
† Includes the outlay on the 2′ 6″ gauge section.
‡ Excludes the outlay by the West of India Portuguese railway.

[APPENDIX 23 IN

Number of, outlay on, and work done by,

Items. (1)	GAUGE. →	5′ 6″—*contd.*						
	CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX," TO APPENDIX 9.) →	1 (*a*).	2 (*a*) to (*g*).	3 (*a*).	4	5 (*a*) to (*g*)	6 (*a*) & (*b*).	7 (*a*) & (*b*)
	Railways. → (2)	B. N. (3)	B. B. & C. I. (4)	E. B. S. (5)	E. I. (6)	G. I. P. (7)	M. & S. M. (8)	N. G. S. (9)
	COACHING STOCK—*concld.*							
33	Average mileage run by each *per annum*. — 1st class	45,764	...	36,735	66,925	...	...	...
34	2nd class	55,092	...	49,670	79,733	...	...	...
35	Intermediate class	59,405	...	55,709	11,511	...	...	...
36	3rd class	51,340	...	68,770	74,814	...	...	...
37	All other classes	50,577	...	33,531	49,229	...	...	...
38	Total of all classes	51,245	77,543	52,786	71,050	67,685	50,922	44,276
39	Average mileage run by each *per diem*	140	212	145	195	185	139	121
40	Freight ton-mileage per vehicle, in thousands of tons (*a*)	49	78	37	60	53	55	37
41	Average under repairs or renewals at any one time	124	87	76	268	281	71	15
42	Total value, in thousands of rupees on 31st December 1909	†90,32	†66,32	‡	†2,66,61	†1,89,21	§	10,52
43	Total value per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	†5,044	†5,672	‡	†10,768	†6,537	§	2,999
	GOODS STOCK.							
44	Number at close of 1908 — Covered wagons	4,382	3,107	4,402	9,384	8,517	*2,283	361
45	Open „	5,425	2,407	555	11,343	4,139	*1,333	1,029
46	Timber trucks, including bolster trucks	229	20	73	100	241	167	4
47	All other classes	385	237	161	987	797	*355	57
48	Total of all classes	10,421	5,771	5,191	21,814	13,694	4,138	1,451
49	Number added in 1909 — Covered wagons	328	34	82	697	567	22	...
50	Open „	97	462	2	660	1	159	...
51	Timber trucks, including bolster trucks	22	...	2	...	...	...	...
52	All other classes	56	276	11	79	101	11	—2
53	Total of all classes	503	772	97	1,436	669	192	—2
54	Number at close of 1909 — Covered wagons	4,710	3,141	4,484	10,081	9,084	2,305	361
55	Open „	5,522	2,869	557	12,003	4,140	1,492	1,029
56	Timber trucks, including bolster trucks	251	20	75	100	241	167	4
57	All other classes	441	513	172	1,066	898	366	55
58	Total of all classes	10,924	6,543	5,288	23,250	14,363	4,330	1,449
59	Number of all classes per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	6·10	5·60	10·42	9·22	4·86	4·16	4·13
60	Average mileage run by each *per annum*	12,293	9,541	10,808	17,338	12,547	10,623	16,598
61	Average mileage run by each *per diem*	34	26	30	48	34	29	45
62	Average tare in tons — Covered wagons	8·22	7·52	8·16	7·73	7·98	7·73	7·69
63	Open „	8·24	7·35	7·45	7·09	6·78	7·65	7·04
64	Average carrying capacity in tons. — Covered wagons	16·08	15·89	14·57	16·13	15·69	15·26	17·53
65	Open „	19·20	16·36	16·18	15·90	14·84	15·99	18·13
66	Average load of a goods vehicle, loaded and empty, per mile	8·83	7·16	4·95	8·19	7·26	6·84	7·41
67	Freight ton-mileage per vehicle, in thousands of tons	79	70	54	132	112	74	76
68	Average under repairs or renewals at any one time	426	284	34	1,185	914	224	42
69	Total value, in thousands of rupees on 31st December 1909	3,46,99	1,70,13	‡	7,90,66	3,33,39	†1,74,01	36,08
70	Total value per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	19,379	14,551	‡	31,935	11,517	†16,705	10,289
71	Grand total value of rolling-stock, in thousands of rupees on 31st December 1909.	6,51,12	3,47,03	3,01,65	15,20,53	9,19,05	2,05,16	72,81
72	Grand total value of rolling-stock per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	36,364	29,681	59,470	61,415	31,749	25,456	20,762

* Revised figures. † Includes the outlay on motor cars. ‡ Included in items 71 and 72. § Included in items 9 and 70.

(*a*) For the purposes of this item (40), unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

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rolling-stock during 1909 (except where otherwise stated):

5′ 6″—*concld.*			3′ 3½″—*contd.*												
8 (*a*) to (*g*).	9 (*a*) & (*b*).	10 (*a*)	11	12	13	14	15 (*a*)&(*b*).	16	17	3 (*b*) & (*c*).	7 (*c*)	18	6 (*c*) to (*l*)	19	Items.
N. W. (10)	O. & R. (11)	S. I. (12)	A. B. (13)	B. & N. W. (14)	B. D. (15)	B. G. J. P. (16)	B. (17)	D. (18)	D. S. (19)	E. B. S. M. (20)	H. G. V. (21)	J. B. (22)	M. & S. M. M. (23)	M. R. W. (24)	(25)
42,371	5,539	37,466	27,159	61,098	...	...	25,369	...	...	...	40,606	...	...	...	33
56,273	3,462	32,208	35,674	77,977	...	...	29,452	...	...	...	60,354	...	...	...	34
61,542	3,264	...	22,513	81,890	...	...	...	...	...	...	...	...	...	...	35
65,912	18,745	31,683	39,272	68,215	...	...	39,769	...	...	...	82,059	...	...	...	36
30,919	10,387	19,253	30,296	20,251	...	...	33,717	...	...	...	60,163	...	...	...	37
52,580	41,397	30,473	34,589	67,086	...	40,558	36,309	...	...	...	72,081	63,709	43,752	...	38
144	113	83	95	184	...	111	99	...	...	...	197	175	120	...	39
47	44	43	30	40	...	26	33	...	...	...	49	44	34	...	40
327	16	19	21	93	...	27	94	...	...	68	15	14	69	...	41
*2,77,41	**	...	28,39	**	2,80	*9,37	*7,424	...	§	**	7,77	**	**	3,30	42
*6,353	**	...	3,683	**	1,831	*2,040	*4,861	...	§	**	1,987	**	**	4,469	43
11,905	5,089	(*a*) 672	1,663	†6,491	264	298	4,160	4	273	3,017	590	769	(*a*) 4,132	29	44
3,933	675	(*a*) 486	442		54	(*a*) 659	1,205	5	874	567	345	293	(*a*) 1,366	42	45
320	141	132	61	279	26	22	414	...	54	197	20	...	(*a*) 222	...	46
773	146	(*a*) 94	177	254	19	(*a*) 87	660	2	24	139	62	82	(*a*) 417	3	47
16,931	6,051	1,384	2,343	†7,024	363	1,066	6,439	11	1,225	3,920	1,017	1,144	6,137	74	48
3,262	243	25	400	277	—1	...	333	...	...	150	...	33	—2	...	49
374	...	42	—1		...	...	111	...	60	5	...	9	—9	...	50
...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	51
—235	—1	10	...	18	1	...	6	...	...	15	—10	4	5	...	52
3,401	242	77	399	295	...	...	450	...	60	179	—10	46	—6	...	53
15,167	5,332	697	2,063	†6,768	263	298	4,493	4	273	3,167	590	802	4,130	29	54
4,307	675	528	441		54	659	1,316	5	934	572	345	302	1,357	42	55
320	141	132	61	279	26	22	414	...	54	206	20	...	222	...	56
538	145	104	177	272	20	87	666	2	24	154	52	86	422	3	57
20,332	6,293	1,461	2,742	†7,319	363	1,066	6,889	11	1,285	4,099	1,007	1,190	6,131	74	58
4·66	4·93	3·28	3·56	†† 3·68	2·37	2·32	4·51	2·38	15·48	4·12	2·57	1·25	2·94	1·00	59
13,586	11,223	11,311	5,170	†† 11,899	...	6,979	11,407	...	...	...	10,580	14,769	12,638	...	60
37	31	31	14	†† 33	...	19	31	...	...	...	29	40	35	...	61
7·80	7·31	7·12	5·07	†† 3·98	...	3·36	4·69	...	...	5·03	4·43	3·98	4·00	...	62
7·71	5·50	6·73	3·29		...		3·87	...	...	3·68	4·05	4·64	4·90	...	63
18·76	14·93	13·00	10·32	†† 10·94	...	7·68	10·13	...	...	10·92	10·97	9·70	7·9	7·25	64
16·00	10·52	14·80	6·95		...		9·32	...	...	9·64	11·08	13·39	10·00	14·00	65
7·35	5·91	5·85	5·63	3·93	...	2·83	3·51	...	...	...	4·43	3·39	4·22	...	66
96	47	64	37	†† 39	...	19	42	...	...	...	42	49	43	...	67
554	72	29	67	251	...	71	473	...	...	177	31	42	318	...	68
5,43,50	*2,19,04	...	56,87	1,85,40	6,55	12,96	1,32,02	...	§	‖ 1,30,94	17,92	*33,82	§§1,28,21	2,28	69
12,446	*17,369	...	7,378	9,934	4,282	2,822	8,646	...	§	‖ 12,079	4,582	*3,558	§§ 6,305	3,081	70
12,85,59	3,26,03	Included with S. I. ry. (3′3½″ gauge).	1,20,20	2,90,54	12,05	29,94	3,05,97	...	¶ 28,25	‖ 1,82,76	42,54	51,29	§§1,94,26	7,14	71
29,440	25,852		15,593	15,568	7,878	6,520	20,036	...	¶ 36,457	‖ 16,860	10,878	5,395	§§ 9,554	9,657	72

(*a*) Revised figures.
* Includes the outlay on motor cars.
† Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
§ Included in items 71 and 72.
‖ Includes outlay on the 2′ 6″ gauge section.
¶ Excludes the outlay by the Ledo and Tikak—Margherita Colliery railway.
** Included in items 69 and 70.
†† The calculations have been arrived at without taking into account 150 broad gauge wagons mentioned in note †.
§§ Excludes the outlay by the West of India Portuguese railway.

APPEN

[APPENDIX 23 IN

Number of, outlay on, and work done by, rolling-stock

Items.	GAUGE. →	3′ 3½″—*contd.*				2′ 6″							
	CLASSIFICATION NO. OF RAILWAY. → (DETAILED IN "INDEX" TO APPENDIX 9.)	2 (*h*) to (*n*).	20 (*a*) & (*b*).	10 (*b*) to (*i*)	21	24	25	26	28	30	3 (*b*) & (*d*)	2 (*o*) & (*p*).	1 (*b*), (*c*) (*f*) & (*g*)
	Railways. →	M.R.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B. B.	C.	D. B.	E. B. S. M.	G. D. & B.	G. C., J. G. E., P. B. & E. D.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	ENGINES.												
1	Engines employed exclusively on passenger working. — Number at close of 1908	145	...	...	1	...	...	...	...	...	...	...	...
2	Number added in 1909	24	...	...	...	...	...	...	1	...	...	...	...
3	Number at close of 1909	169	...	...	1	...	...	...	1	...	...	...	...
4	Engines employed exclusively on goods working. — Number at close of 1908	...	...	30	...	...	...	...	...	...	...	...	6
5	Number added in 1909	...	...	—5	...	...	...	...	...	...	...	...	—26
6	Number at close of 1909	...	...	25	...	...	...	...	...	...	...	...	...
7	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1908	330	51	224	2	4	12	4	3	3	15	11	17
8	Number added in 1909	—10	...	19	...	1	...	...	...	...	—2	2	46
9	Number at close of 1909	320	51	243	2	5	12	4	3	3	13	13	63
10	Total number of locomotives on the 31st December 1909	489	51	268	3	5	12	4	4	3	13	13	63
11	Number of all classes per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	0·23	0·12	0·22	0·04	0·14	0·15	0·14	0·10	0·15	0·15	0·10	0·11
12	Average mileage run by each *per annum.* — Engines employed exclusively on passenger working.	23,122	...	...	2,850	...	...	...	24,689	...	...	...	...
13	Engines employed exclusively on goods working.	...	...	98,974	...	...	...	...	...	...	...	...	...
14	Engines employed on mixed working or on both passenger working and goods working.	15,892	24,445	11,077	27,872	13,959	11,519	11,178	839	7,292	20,254	13,417	14,759
15	All classes of engines.	18,390	24,445	22,541	19,531	13,959	11,519	11,178	25,528	7,292	20,254	13,417	14,759
16	Average mileage run by each *per diem.* — Engines employed exclusively on passenger working.	63	...	...	8	...	...	...	68	...	...	...	...
17	Engines employed exclusively on goods working.	...	...	271	...	...	...	...	...	...	...	...	...
18	Engines employed on mixed working or on both passenger working and goods working.	43	67	33	76	38	31	31	2	20	55	37	40
19	All classes of engines	50	67	62	54	38	31	31	70	20	55	37	40
20	Ton-mileage hauled per engine, in thousands of tons	3,658	4,260	...	3,801	...	1,509	...	142	...	...	...	2,288
21	Average under repairs or renewals at any one time	73	7	22	1	...	1	...	1	...	3	2	5
22	Total value, in thousands of rupees on 31st December 1909	94,29	17,08	68,15	98	1,23	*	99	49	55	...	1,94	25,36
23	Total value per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracts.*	4,344	3,889	4,021	1,420	3,554	*	3,543	1,321	2,911	...	1,474	4,544
	COACHING STOCK.												
24	Number at close of 1908	1,455	194	1,108	24	33	41	20	7	5	56	49	125
25	Number added in 1909	14	—2	38	—1	12	...	...	1	...	...	2	43
26	Number at close of 1909	1,469	191	1,146	23	45	41	20	8	5	56	51	168
27	Number per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.* — 1st class	0·08	0·06	0·08	...	...	...	0·05	...	...	...	0·03	...
28	2nd class	0·05	0·03	0·07	...	...	...	0·02	...	...	...	0·06	...
29	Intermediate class	0·03	0·03	...	...	...	...	0·08	...	...	...	...	...
30	3rd class	0·42	0·26	0·64	...	...	...	0·41	...	...	...	0·26	...
31	All other classes	0·09	0·05	0·16	...	...	...	0·15	...	...	...	0·04	...
32	Total of all classes	0·67	0·43	0·95	0 33	1·30	0·52	0·71	0·22	0·25	0·63	0·39	0·30

* Included in items 71 and 72.

DIX 16—*contd.*

THE REPORT FOR 1908.]

during 1909 (except where otherwise stated).

2′ 6″										2′ 0″							Items.
8 (*h*)	8 (*i*) & (*j*)	10 (*j*) & (*k*)	19	1 (*d*)	1 (*e*)	20 (*c*)	32	33	34	8 (*k*)	36	5 (*h*)	37	38	40	5 (*i*)	
K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	1	...	...	...	...	...	...	9	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	1	...	...	...	...	...	...	9	...	...	...	...	...	...	6
22	29	6	1	3	3	5	8	5	3	...	17	18	12	4	9	5	7
13	...	...	...	...	...	...	...	1	...	...	—1	2	3	...	...	...	8
35	29	6	1	3	3	5	8	6	3	...	16	20	15	4	9	5	9
35	29	6	5	3	3	5	8	6	3	9	16	20	15	4	9	5	10
0·58	0·28	0·14	0·26	0·09	0·12	0·13	0·09	0·18	0·15	1·46	0·31	0·08	0·34	0·20	0·28	0·40	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
8,942	13,862	13,891	...	10,814	6,836	13,953	16,875	16,541	10,644	...	15,353	8,693	10,369	12,838	...	2,896	14
8,942	13,862	13,926	9,049	10,814	6,836	13,953	16,875	16,541	10,644	...	15,353	8,693	10,369	12,838	...	2,896	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
24	38	38	...	30	19	38	46	45	29	...	42	24	28	35	...	8	18
24	38	38	25	30	19	38	46	45	29	...	42	24	28	35	...	8	19
599	688	...	...	1,112	616	...	...	...	...	...	105	...	...	...	...	...	20
13	20	1	2	...	...	2	1	1	1	...	2	7	...	...	...	...	21
10,30	7,06	...	96	*	*	1,02	2,76	1,04	60	...	2,96	4,08	2,63	65	*	1,40	22
17,190	6,922	...	5,038	*	*	2,591	2,986	3,118	2,974	...	5,802	1,633	5,004	3,291	*	11,102	23
93	68	21	51	11	5	18	21	22	15	...	96	75	77	21	19	30	24
—7	...	...	...	...	...	...	6	...	—3	...	12	...	19	3	2	2	25
86	66	21	51	11	5	18	27	2	12	...	108	75	96	24	21	32	26
0·38	0·10	0·04	0·37	0·08	0·04	0·05	0·03	0·07	0·15	...	0·48	...	...	...	...	1·31	27
0·29	0·04	0·05	0·31	0·04	0·01	0·05	0·02	0·04	...	...	0·56	...	...	...	...	0·67	28
...	0·03	...	...	0·02	...	...	...	0·08	...	...	...	...	...	...	...	...	29
0·65	0·39	0·31	1·68	0·16	0·14	0·34	0·24	0·45	0·45	...	0·73	...	...	...	...	0·56	30
0·12	0·09	0·08	0·32	0·06	0·01	0·03	...	0·02	...	...	0·35	...	...	...	...	...	31
1·44	0·65	0·48	2·68	0·34	0·20	0·47	0·29	0·66	0·60	...	2·12	0·90	2·19	1·10	0·66	2·54	32

* Included in items 71 and 72.

APPEN

[APPENDIX 23 IN

Number of, outlay on, and work done by, rolling-stock

Items.	GAUGE. →	3' 3½"—*concld.*				2' 6"—*contd.*							
	CLASSIFICATION NO. OF RAILWAY. → (DETAILED IN "INDEX" TO APPENDIX 9.)	2 (*h*) to (*n*).	(20) (*a*) & (*b*).	10 (*b*) to (*s*)	21	24	25	26	28	30	3 (*b*) & (*d*)	2 (*o*) & (*p*).	1 (*b*), (*e*), (*f*) & (*g*).
	Railways. →	E. M.	R. & K.	S. I. M.	U. C.	S. B. L.	B. L.	B. B.	C.	D. B.	E. B. S. M.	G. D. & R.	G.C., J.G E., P. R. & R. D.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	COACHING STOCK—*concld.*												
33	Average mileage run by each *per annum*: 1st class	...	...	41,938	...	...	...	...	...	...	...	...	...
34	2nd class	...	...	42,390	...	...	...	...	...	...	...	...	...
35	Intermediate class	...	...	...	...	...	...	...	...	...	...	...	...
36	3rd class	...	...	51,807	...	...	...	...	...	...	...	...	...
37	All other classes	...	...	36,894	...	...	...	...	...	...	...	...	...
38	Total of all classes	57,513	47,104	47,815	36,748	...	3,239	...	...	...	...	...	48,270
39	Average mileage run by each *per diem*	158	129	131	101	...	9	...	...	...	...	...	132
40	Freight ton-mileage per vehicle, in thousands of tons (*a*)	38	33	49	31	...	147	...	...	...	...	...	23
41	Average under repairs or renewals at any one time	220	16	66	2	...	3	...	...	...	4	...	7
42	Total value, in thousands of rupees on 31st December 1909	*	*	**68,60	**1,19	*	‡	*	19	48	...	1,94	15,12
43	Total value per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	*	*	**4,048	**1,734	*	‡	*	529	2,460	...	1,471	2,709
	GOODS STOCK.												
44	Number at close of 1908.: Covered wagons	5,288	11,13	2,486	25	6	67	14	...	5	103	55	383
45	Open „	2,702	242	1,375	10	13	§64	28	29	35	40	189	822
46	Timber trucks, including bolster trucks.	78	76	91	...	...	...	...	...	...	147	...	37
47	All other classes	385	53	98	2	...	§5	...	...	2	10	12	14
48	Total of all classes	8,453	1,484	4,050	37	19	136	42	28	42	300	256	756
49	Number added in 1909: Covered wagons	184	20	—25	8	...	...	...	...	...	...	...	67
50	Open „	—33	...	—12	...	...	...	6	1	...	—1	...	79
51	Timber trucks, including bolster trucks.	...	...	...	...	...	...	...	...	...	—9	...	6
52	All other classes	10	6	...	1	...	...	...	...	...	...	1	13
53	Total of all classes	161	26	—37	9	...	...	6	1	...	—10	1	165
54	Number at close of 1909.: Covered wagons	5,472	1,133	2,461	33	16	67	14	...	5	103	55	450
55	Open „	2,669	242	1,363	10	13	64	34	29	35	39	189	401
56	Timber trucks, including bolster trucks.	78	76	91	...	...	...	...	...	...	138	...	43
57	All other classes	395	59	98	3	...	5	...	...	2	10	13	27
58	Total of all classes	8,614	1,510	4,013	46	19	136	48	29	42	290	257	921
59	Number of all classes per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	3·97	3·44	3·33	0·67	0·55	1·73	1·71	0·79	2·14	3·27	1·95	1·65
60	Average mileage run by each *per annum*	13,017	10,877	12,380	11,663	...	991	...	...	...	...	...	10,349
61	Average mileage run by each *per diem*	36	30	34	32	...	3	...	...	...	...	...	28
62	Average tare in tons.: Covered wagons	4·26	4·66	5·17	4·02	2·75	6·20	2·75	...	7·00	3·04	2·02	7·09
63	Open „	4·22	3·32	4·09	3·22	2·50	4·16	2·25	2·50	3·00	1·93	2·19	6·89
64	Average carrying capacity in tons.: Covered wagons	9·71	11·87	9·32	8·90	7·00	13·18	6·00	...	16·00	4·22	4·59	16·19
65	Open „	11·45	9·28	7·91	7·40	7·00	15·40	6·00	9·00	8·00	4·83	8·35	15·01
66	Average load of a goods vehicle, loaded and empty, per mile.	4·14	4·28	3·61	2·32	...	...	...	...	...	...	2·54	3·21
67	Freight ton-mileage per vehicle, in thousands of tons	54	34	43	2	...	45	...	...	...	...	...	32
68	Average under repairs or renewals at any one time	454	104	270	1	...	3	...	...	...	30	3	28
69	Total value, in thousands of rupees on 31st December 1909	2,13,41	**41,37	†76,62	74	2,09	‡	2,08	26	58	...	2,26	33,68
70	Total value per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	9,833	**9,422	4,521	1,083	6,075	‡	7,436	703	2,958	...	1,713	6,035
71	Grand total value of rolling-stock, in thousands of rupees on 31st December 1909.	3,07,70	58,45	†2,13,37	2,91	3,32	13,32	3,07	94	1,61	Included with E. B. S. Ry., 3' 3½" gauge.	6,14	74,16
72	Grand total value of rolling-stock per mile of line open on 31st December 1909, *excluding 2nd, 3rd, etc., tracks.*	14,177	13,311	12,590	4,237	9,629	16,996	10,979	2,552	8,229		4,658	13,288

* Included in items 69 and 70. | **Includes the outlay on motor cars. | ‡ Included in items 71 and 72. | § Revised figures.

† Includes the outlay on the broad and special gauge sections of the South Indian railway.

(*a*) For the purposes of this item (40), unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

DIX 16—*concld.*

THE REPORT FOR 1908.]

during 1909 (except where otherwise stated).

2′ 6″—*concld.*										2′ 0″—*concld.*							
8 (*h*)	8 (*i*) & (*j*)	10 (*j*) & (*k*)	19	1 (*d*)	1 (*e*)	20 (*c*)	32	33	34	8 (*k*)	36	5 (*h*)	37	38	40	5 (*i*)	Items.
K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P.W.L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
8,244	9,817	40,970	...	7,018	...	...	...	...	...	...	...	...	...	...	...	...	33
8,965	21,985	40,070	...	18,548	...	...	...	...	...	...	...	...	...	...	...	...	34
...	34,410	...	...	36,819	...	...	...	...	...	...	...	...	...	...	...	...	35
10,423	27,043	37,856	...	24,882	...	...	...	...	...	...	...	...	...	...	...	...	36
7,181	27,654	35,917	...	17,416	...	...	...	...	...	...	...	...	...	...	...	...	37
9,288	24,549	38,126	...	20,238	34,011	...	...	...	...	...	733	...	...	...	...	...	38
25	67	104	...	55	93	...	...	...	...	...	2	...	...	...	...	...	39
5	16	12	...	11	29	...	...	...	...	...	...	...	...	...	...	...	40
10	6	...	...	...	...	1	...	...	...	...	10	...	...	...	1	...	41
4,88	1,87	...	1,40	†	†	‡	109	70	‡	...	1,09	‡	‡	‡	†	‡	42
8,144	1,833	...	7,290	†	†	‡	1,176	2,099	‡	...	2,140	‡	‡	‡	†	‡	43
*76	74	24	20	8	2	58	80	20	30	...	81	141	14	4	42	1	44
54	338	24	47	12	14	3	100	27	20	...	154	71	36	4	24	19	45
4	...	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	46
*26	33	...	3	...	3	8	9	3	...	336	12	5	7	1	13	6	47
160	445	48	70	20	19	71	189	50	52	336	253	218	57	9	79	26	48
...	...	...	...	...	...	...	...	...	...	...	3	20	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	...	—16	—6	10	...	...	3	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51
12	...	...	...	...	...	...	...	...	3	...	4	...	4	...	1	—3	52
12	..	...	...	...	...	...	...	...	3	...	—9	14	14	...	1	...	53
76	74	24	20	8	2	58	80	20	30	...	84	161	14	4	42	1	54
54	338	24	47	12	14	3	100	27	20	...	138	65	46	4	24	22	55
4	...	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	56
38	33	...	3	...	3	8	9	3	3	336	16	5	11	1	14	3	57
172	445	48	70	20	19	71	189	50	55	336	244	232	71	9	80	26	58
2·87	4·36	1·09	3·71	0 62	0·77	1·84	2·04	1·50	2·74	54·37	4·78	0·93	1·62	0·46	2·53	2·06	59
6,816	4,003	4,817	...	13,883	5,301	...	...	...	...	...	682	...	...	...	...	...	60
19	11	13	...	38	15	...	...	...	...	...	2	...	...	...	...	...	61
4·57	4·46	6·46	...	5·84	6·98	3·16	3·70	2·75	2·00	...	1·65	2·95	2·50	2·00	...	1·60	62
2·75	1·32	5·98	...	4·96	4·06	...	3·20	2·15	2·00	...	1·35	2·13	2·25	2·00	...	1·40	63
9·75	8·54	0·50	...	13·10	9·04	4·81	8·00	5·00	4·00	...	4·00	7·81	5·00	5·00	...	3·00	64
5·80	3·55	10·00	...	11·33	7·38	...	8·00	5·00	4·00	...	4·40	4·99	5·00	5·00	...	3·00	65
3·05	1·41	2·04	...	1·51	1·60	...	...	...	...	...	...	...	...	...	...	...	66
17	5	10	...	21	8,457	...	...	...	...	...	...	...	...	...	...	...	67
9	8	...	...	...	...	3	1	...	...	...	9	...	...	...	...	...	68
3,66	4,83	...	1,22	†	†	1,73	4,24	71	1,00	...	2,90	5,11	4,05	1,21	†	§1,35	69
6,108	4,735	...	6,395	†	†	4,367	4,586	2,138	5,007	...	5,684	2,046	9,288	6,135	†	§10,734	70
18,84	13,76	Included with S. J. ry. (3′ 3½″ gauge).	3,58	1,70	1,51	2,75	8,09	2,45	1,60	...	6,95	9,19	6,68	1,86	2,29	2,75	71
31,442	13,490	...	18,823	5,253	6,145	6,958	8,748	7,355	7,031	...	13,626	3,679	15,232	9,416	7,242	21,836	72

* Revised figures. † Included in items 71 and 72. ‡ Included in items 69 and 70. § Includes the outlay on motor cars.

APPENDIX 17.

[APPENDIX 24 IN THE REPORT FOR 1908, WITH THE ADDITION OF COLUMNS 22 TO 25.]

Rolling-stock fitted with automatic brakes at the close of the calendar year 1909.

Classification No. of railway. (Detailed in "Index" to Appendix 9).		Gauge.	Railway system.	Locomotives. Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working or on both passenger working and goods working.			Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Number of miles run by trains fitted.	Percentage of mileage run by trains fitted on total train-mileage.	Total number of instances in which the brake failed to act or caused delay in the working of trains.	Number of miles run by trains fitted to each case of failure. (22÷24)
Main head.	Sub-head.			Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
1	(a)	5′ 6″	Bengal-Nagpur	81	...	100·00	...	...	...	100	100	64·01	862	2	...	100·00	4,320	1,048	5,537	40·23	2,410,853	38·18	43	56,206
2	(a) to (g)		Bombay, Baroda and Central India.	105	...	100·00	...	...	...	122	23	84·14	620	4	...	100·00	1,171	50	5,293	18·74	2,716,148	56·38	33	82,308
3	(a)		Eastern Bengal State	76	...	100·00	44	...	100·00	67	41	60·36	635	65	13	98·18	187	13	5,060	3·70	1,392,671	35·73	4	348,168
4	(a) to (d)		East Indian	200	1	99·50	326	82	79·90	214	252	45·92	1,867	56	230	89·32	6,626	180	17,003	26·51	8,031,135	41·38	54	148,780
5	(a) to (g)	5′ 0″	Great Indian Peninsula	280	...	100·00	250	255	49·50	140	12	92·55	1,870	...	...	100·00	1,938	174	12,196	14·73	7,955,858	45·23	104	76,499
6	(a) & (b)		Madras and Southern Mahratta.	73	...	100·00	...	...	...	94	57	62·25	670	3	...	100·00	1,539	520	2,228	47·70	2,255,729	52·31	6	375,955
7	(a) & (b)		Nizam's Guaranteed State	3	1	75·00	...	20	...	10	23	26·32	163	7	4	97·70	27	...	1,420	1·87	440,732	30·23	*Nil*	...
8	(a) to (g)		North Western State	210	...	100·00	674	...	100·00	123	18	87·23	2,610	75	...	100·00	10,262	117	9,895	51·75	7,975,009	39·83	73	109,247
9	(a) & (b)		Oudh and Rohilkhund State	99	...	100·00	...	...	...	106	2	98·15	764	50	23	97·25	1,594	214	4,463	28·93	3,273,906	67·89	35	96,397
10	(a)		South Indian	87	...	100·00	24	...	100·00	21	22	48·84	303	...	...	100·00	387	57	1,035	29·06	553,150	31·75	7	79,021
11	(a)		Assam-Bengal	...	...	...	...	...	...	98	4	96·08	277	8	...	100·00	980	234	1,533	43·78	766,511	42·89	*Nil*	...
12	(a) & (b)		Bengal and North-Western	54	...	100·00	...	...	...	93	181	33·94	538	209	294	71·76	1219	15	7,034	3·62	941,575	16·75	13	72,452
13	(a) & (b)		Bengal Dooars	...	...	...	...	...	...	...	10	...	...	6	42	12·50	...	...	360	...	...	...	...	...
14	(a) to (d)		Bhavnagar-Gondal-Junagad-Porbandar.	...	...	...	...	...	...	11	26	29·73	43	13	208	21·21	...	...	1,064	...	...	...	...	...
15	(a) & (b)		Burma	12	...	100·00	...	...	...	189	104	64·51	**505	41	353	64·31	2,204	27	4,021	32·56	1,797,243	20·29	27	66,565
16	(a)		Deoghur	...	...	...	...	...	...	...	2	...	...	...	10	...	...	...	11	...	...	...	...	...
17	(a) & (b)		Dibru-Sadiya	...	...	...	...	...	...	...	26	...	...	...	72	...	170	180	933	27·28	...	...	...	...
3	(b) & (c)	3′ 3½″	Eastern Bengal State	...	...	...	...	...	...	179	29	85·43	532	41	171	77·03	25	5	4,054	0·73	557,020	18·08	2	278,510
7	(a)		Hyderabad-Godavari Valley	2	...	100·00	...	10	...	10	33	23·26	73	16	46	66·42	...	...	1,005	...	196,810	18·20	1	196,810
18	(a) to (d)		Jodhpur-Bikaner	...	...	...	...	...	...	...	56	...	...	4	212	1·85	...	...	1,190	...	...	...	...	...
6	(e) to (l)		Madras and Southern Mahratta.	40	...	‡100·00	5	...	§90·00	*38	100	16·07	†210	151	695	27·30	...	...	6,110	...	§ 1,911,811	33·28	2	955,905
19	(a)		Morvi	...	...	...	...	2	...	...	3	...	...	...	3	51	5·55	...	...	74	...	...	...	...
2	(h) to (n)		Rajputana-Malwa	153	16	90·53	...	...	...	68	254	20·62	543	742	184	87·47	1,316	2,468	4,803	44·07	1,703,530	22·16	65	26,208
20	(a) & (b)		Rohilkund and Kumaon	...	...	...	...	...	...	24	27	47·06	47	47	97	49·21	15	...	1,483	1·00	225,536	24·22	11	20,503
10	(b) to (i)		South Indian	...	...	...	...	25	...	187	50	76·95	387	4	755	34·12	45	66	3,893	2·77	1,389,711	25·44	*Nil*	...
1	(a)		Udaipur-Chitorgarh	...	1	...	...	...	...	...	2	...	...	...	23	...	...	...	46	...	...	...	...	...
24	(a)		Barasat-Basirhat Light	...	...	...	...	...	...	...	5	...	...	...	45	...	...	...	19	...	...	...	...	...
25	(a)		Barsi Light	...	...	...	...	...	...	8	4	66·67	34	6	1	97·56	...	...	135	...	...	...	...	...
26	(a)		Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	4	...	...	...	20	...	...	...	48	...	...	...	...	...
3	(b) & (d)		Cooch Behar including 2′ 6″ gauge branches of the Eastern Bengal State railway.	...	...	...	...	...	...	13	...	...	...	...	56	...	...	...	290	...	...	...	...	...
29	(a)		Cutch	...	1	...	...	...	...	...	3	...	...	...	8	...	...	...	29	...	...	...	...	...
30	(a)		Dholpur-Bari	...	...	...	...	...	...	...	3	...	...	...	6	...	...	...	42	...	...	...	...	...
2	(o) & (p)		Gaekwar's Dabhoi and Rajpipla.	...	...	...	...	...	...	13	...	...	...	...	51	...	...	...	257	...	...	...	...	...
1	(b) to (g)	2′ 6″	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	...	...	...	58	11	84·06	149	...	36	80·99	824	...	134	86·01	681,620	86·03	4	170,405
8	(h)		Kalka-Simla	...	...	...	...	...	...	36	...	100·00	86	...	...	100·00	170	...	...	100·00	256,438	100·00	5	51,288
8	(i) & (j)		Kohat-Thal and Nowshera-Dargai.	...	...	...	...	...	...	...	20	...	...	...	66	...	...	...	445	...	...	...	...	...
10	(j) & (k)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	6	...	...	...	...	21	...	...	...	48	...	...	...	...	...
19	(a)		Morvi	...	3	...	...	1	...	...	1	...	...	...	51	...	...	...	70	...	...	...	...	...
20	(c)		Powayan Light	...	...	...	...	...	...	...	5	...	...	...	18	...	...	...	21	...	...	...	...	...
32	(a)		Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	8	...	...	...	27	...	...	...	180	...	...	...	...	...
33	(a)		Tarakeshwar-Magra Light	...	...	...	...	...	...	...	6	...	...	...	22	...	...	...	51	...	...	...	...	...
34	(a)		Tezpore-Balipara Light	...	...	...	...	...	...	...	3	...	...	...	13	...	...	...	65	...	...	...	...	...
8	(k)	2′ 0″	Dandot Light	...	...	...	...	0	...	...	...	...	...	...	...	...	...	...	336	...	...	...	...	...
36	(a)		Darjeeling-Himalayan	...	...	...	...	...	...	...	16	...	...	...	108	...	...	...	214	...	...	...	...	...
5	(h)		Gwalior Light	...	...	...	...	...	...	...	20	...	...	...	75	...	...	...	232	...	...	...	...	...
37	(a)		Howrah-Amta Light	...	...	...	...	...	...	...	15	...	...	...	90	...	...	...	71	...	...	...	...	...
38	(a)		Howrah-Sheakhala Light	...	...	...	...	...	...	...	4	...	...	...	24	...	...	...	9	...	...	...	...	...
40	(a)		Jorhat	...	...	...	...	...	...	...	9	...	...	...	21	...	...	...	80	...	...	...	...	...
5	(i)		Matheran	...	...	...	...	...	...	2	3	40·00	...	...	32	...	...	...	26	...	...	...	...	...
			Total	1,431	23	98·42	1,191	404	76·68	2,194	1,751	54·46	13,673	1,453	4,276	78·19	33,401	5,319	105,337	26·88	47,522,804	37·06	499	97,183

* Includes 7 engines fitted with the Westinghouse brake.
† Includes 44 vehicles fitted with the Westinghouse brake.
‡ Includes 3 vehicles piped for the Westinghouse brake.
§ Includes 105,196 miles run by trains fitted with the Westinghouse brake.
‖ Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
** Excludes three rail motor cars fitted with automatic vacuum brake.

APPENDIX 18.

[APPENDIX 25 IN THE REPORT FOR 1908.]

Rolling-stock lighted by either gas or electricity at the close of the calendar year 1909.

CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		Gauge.	RAILWAY SYSTEM.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent. of fitted to total.	REMARKS.
Main head.	Sub-head.			Gas.	Electricity.	Total.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	(*a*)	5′ 6″	Bengal-Nagpur	987	43	1,030	...	100·00	*Gas.*—Pintsch's system. *Electricity.*—Stone's system.
2	(*a*) to (*g*)	5′ 6″	Bombay, Baroda and Central India.	690	50	740	3	99·60	*Gas.*—Pintsch's system. *Electricity.*—Stone's, the Vickers-Hall, the Aichele and the Vicarino-Crawford systems.
3	(*a*)	5′ 6″	Eastern Bengal State	651	3	654	94	87·43	*Gas.*—Pintsch's system. *Electricity.*—The Vickers-Hall system.
4	...	5′ 6″	East Indian	1,642	48	1,690	210	88·95	*Gas.*—Pintsch's system. *Electricity.*—Stone's system.
5	(*a*) to (*g*)	5′ 6″	Great Indian Peninsula	1,427	164	1,591	152	91·28	*Gas.*—Pintsch's system. *Electricity.*—Stone's, the Vickers-Hall, the Aichele and the Vicarino-Crawford systems.
6	(*a*) & (*b*)	5′ 6″	Madras and Southern Mahratta	823	10*	833	64	92·90	*Gas.*—Pintsch's system. *Electricity.*—Stone's and the Vickers-Hall systems.
7	(*a*) & (*b*)	5′ 6″	Nizam's Guaranteed State	147	...	147	60	71·01	*Gas.*—Pintsch's system.
8	(*a*) to (*g*)	5′ 6″	North Western State	2,362	48	2,410	...	100·00	*Gas.*—Pintsch's system. *Electricity.*—Stone's system.
9	(*a*) & (*b*)	5′ 6″	Oudh and Rohilkhand State	738	25	763	157	82·93	*Gas.*—Pintsch's system. *Electricity.*—Stone's and the Vickers-Hall systems.
10	(*a*)	5′ 6″	South Indian	270	2	272	23	92·20	*Gas.*—Pintsch's system. *Electricity.*—Stone's system.
11	...	5′ 6″	Assam-Bengal	280	...	280	...	100·00	*Gas.*—Pintsch's system.
12	...	5′ 6″	Bengal and North-Western	...	802	802	465	63·30	*Electricity.*—Stone's system.
13	...	5′ 6″	Bengal Dooars	...	...	...	48	...	
14	...	5′ 6″	Bhavnagar-Gondal-Junagad-Porbandar.	...	50	50	214	18·94	*Electricity.*—The Vicarino-Crawford system.
15	(*a*) & (*b*)	5′ 6″	Burma	...	†28	†28	1,063	2·57	*Electricity.*—Stone's and the Vicarino-Crawford systems.
16	...	5′ 6″	Deoghur	...	...	...	10	...	
17	...	5′ 6″	Dibru-Sadiya	...	...	...	72	...	
3	(*b*) & (*c*)	3′ 3¾″	Eastern Bengal State	659	3	662	130	83·59	*Gas.*—Pintsch's system. *Electricity.*—The Vickers-Hall system.
7	(*c*)	3′ 3¾″	Hyderabad-Godavari Valley	114	...	114	60	65·52	*Gas.*—Pintsch's system.
18	...	3′ 3¾″	Jodhpur-Bikaner	...	229	229	21	91·60	*Electricity.*—Stone's system.
6	(*c*) to (*l*)	3′ 3¾″	Madras and Southern Mahratta	1,008	3*	1,011	133	88·37	*Gas.*—Pintsch's system. *Electricity.*—Stone's system.
19	...	3′ 3¾″	Morvi	...	...	...	54	...	
2	(*h*) to (*n*)	3′ 3¾″	Rajputana-Malwa	...	1,237	1,237	253	83·02	*Electricity.*—The Independent Storage Battery system.
20	(*a*) & (*b*)	3′ 3¾″	Rohilkund and Kumaon	...	136	136	81	62·67	*Electricity.*—Stone's system.
10	(*b*) to (*i*)	3′ 3¾″	South Indian	...	218	218	920	19·16	*Electricity.*—Stone's system.
21	...	3′ 3¾″	Udaipur-Chitorgarh	...	...	...	23	...	
24	...	2′ 6″	Baraset-Basirhat Light	...	...	...	45	...	
25	...	2′ 6″	Barsi Light	6	35	41	...	100·00	*Electricity.*—Stone's system.
26	...	2′ 6″	Bukhtiarpore-Behar Light	...	...	...	20	...	
3	(*b*) & (*d*)	2′ 6″	Cooch Behar including 2′ 6″ gauge branches of the Eastern Bengal State railway.	...	...	...	63	...	
28	...	2′ 6″	Cutch	...	...	...	8	...	
30	...	2′ 6″	Dholpur-Bari	...	1	1	4	20·00	*Electricity.*—Mather and Platt's system.
2	(*o*) & (*p*)	2′ 6″	Gaekwar's Dabhoi and Rajpipla	...	...	...	49	...	
1	(*b*) to (*g*)	2′ 6″	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	157	...	157	38	80·51	*Gas.*—Pintsch's system.
8	(*h*)	2′ 6″	Kalka-Simla	...	91	91	6	93·81	*Electricity.*—Stone's system.
8	(*i*) & (*j*)	2′ 6″	Kohat-Thal and Nowshera-Durgai.						
10	(*j*) & (*k*)	2′ 6″	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	66	...	
19	...	2′ 6″	Morvi	21	...	21	...	100·00	*Gas.*—Pintsch's system.
20	(*c*)	2′ 6″	Powayan Light	...	...	...	51	...	
32	...	2′ 6″	Shahdara (Delhi)-Saharanpur Light.	...	...	...	16	...	
33	...	2′ 6″	Tarakeshwar-Magra Light	...	...	...	27	...	
34	...	2′ 6″	Tezpore-Balipara Light	...	...	...	22	...	
36	...	2′ 0″	Darjeeling-Himalayan	...	24	24	12	...	
5	(*h*) & (*i*)	2′ 0″	Gwalior Light and Matheran	...	...	...	84	22·22	
37	...	2′ 0″	Howrah-Amta Light	...	...	...	107	...	
38	...	2′ 0″	Howrah-Sheakhala Light	...	...	...	96	...	
40	...	...	Jorhat	...	...	...	24	...	
			TOTAL	11,987	3,250	15,237	5,071	75·-3	

* Also fitted for gas.
† Excludes 3 rail motor cars.

APPENDIX 19.

[APPENDIX 25-A IN THE REPORT FOR 1908.]

Statement showing the number of **trains** *provided with means of communication* **throughout** *between passengers and guards and drivers on the 31st December 1909.*

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Gauge.	Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.*
Main head.	Sub-head.								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	(a)	5′ 6″	Bengal-Nagpur	Total number of trains run...	4	41	31	76	(1) English chain system.
				Total number of trains fitted with communication	4	41	...	45	
	(a)		Eastern Bengal State.	Total number of trains run...	10	121	35	166	(1) English chain system.
				Total number of trains fitted with communication	10	121	35	166	
4	(a) to (d)		East Indian ...	Total number of trains run...	8	121	127	256	(1) English chain system and (3) Bamber's system.
				Total number of trains fitted with communication	8	16	...	24	
5	(a) to (g)		Great Indian Peninsula.	Total number of trains run...	16	132	102	250	(1) English chain system.
				Total number of trains fitted with communication	16	132	...	148	
6	(a) & (b)		Madras and Southern Mahratta.	Total number of trains run...	8	44	34	86	(1) English chain system.
				Total number of trains fitted with communication	8	37	...	45	
7	(a) & (b)		Nizam's Guaranteed State.	Total number of trains run	2	3	3	8	(1) English chain system.
				Total number of trains fitted with communication	2	3	...	5	
8	(a) to (g)		North Western State.	Total number of trains run	8	95	86	189	(1) English chain system and (2) King's system.
				Total number of trains fitted with communication	8	2	...	10	
9	(a) & (b)		Oudh and Rohilkhand State.	Total number of trains run	2	12	64	78	(1) English chain system.
				Total number of trains fitted with communication	2	12	58	72	
10	(a)		South Indian ...	Total number of trains run	4	36	24	64	(1) English chain system.
				Total number of trains fitted with communication	4	30	...	34	
11	(a)		Assam-Bengal	Total number of trains run...	2	...	26	28	(1) English chain system.
				Total number of trains fitted with communication	2	...	26	28	
12	(a) & (b)		Bengal and North-Western.	Total number of trains run...	...	19	163	182	(1) English chain system.
				Total number of trains fitted with communication	...	16	...	16	
15	(a) & (b)		Burma ...	Total number of trains run	6	80	87	173	(1) English chain system (71 mixed trains fitted with "Simple cord.")
				Total number of trains fitted with communication	6	2	83	91	
3	(b) & (c)		Eastern Bengal State.	Total number of trains run	6	36	24	66	(1) English chain system.
				Total number of trains fitted with communication	4	14	22	40	
18	(a) to (d)		Jodhpur Bikaner.	Total number of trains run	...	2	22	24	(4) Electric bell.
				Total number of trains fitted with communication	...	2	...	2	
6	(c) to (l)	3′ 3¾″	Madras and Southern Mahratta.	Total number of trains run...	6	8	83	97	(1) English chain system.
				Total number of trains fitted with communication	2	2	...	4	
7	(c)		Hyderabad-Godavari valley.	Total number of trains run	...	2	4	6	(1) English chain system.
				Total number of trains fitted with communication	...	2	...	2	
2	(h) to (n)		Rajputana-Malwa.	Total number of trains run...	8	42	86	136	(1) English chain system.
				Total number of trains fitted with communication	8	42	...	50	
20	(a) & (b)		Rohilkund and Kumaon.	Total number of trains run...	...	4	18	22	(1) English chain system.
				Total number of trains fitted with communication	...	4	...	4	
10	(b) to (i)		South Indian ...	Total number of trains run	10	56	146	212	(1) English chain system.
				Total number of trains fitted with communication	6	22	...	28	
1	(b) to (g)	2′ 6″	Bengal-Nagpur	Total number of trains run	...	4	20	24	(1) English chain system.
				Total number of trains fitted with communication	...	4	2	6	
28	(a)		Cutch State	Total number of trains run...	...	2	...	2	(5) Simple cord.
				Total number of trains fitted with communication	...	1	...	1	

* (1) *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
(2) *King's system.*—Without indicating disc, in connection with automatic vacuum brake.
(3) *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
(4) *Electric bell.*—Simple electric communication, no connection with automatic vacuum brake.
(5) *Simple cord.*—No connection with automatic vacuum brake.

APPENDIX 20.

[APPENDIX 25-B IN THE REPORT FOR 1908.]

Statement showing the number of carriages *provided with means of communication between passengers and guards and drivers on the 31st December 1909.*

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.) Main head.	Sub-head.	Gauge.	RAILWAY SYSTEM.	Particulars.	1st.	2nd.	Inter.	3rd.	All other carriages *including composites.*	TOTAL.	REMARKS. [For an explanation of the description of communication in use, see note at foot of page 334.]
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	(*a*)	5′ 6″	Bengal-Nagpur	Total number of carriages ...	51	28	26	441	318	864	(1) English chain system.
				Total number of carriages fitted with communication.	41	28	22	406	190	687	
2	(*a*) to (*g*)		Bombay, Baroda and Central India.	Total number of carriages ...	30	36	20	365	173	624	(1) English chain system.
				Total number of carriages fitted with communication.	30	36	20	348	57	491	
3	(*a*)		Eastern Bengal State.	Total number of carriages ...	37	14	49	254	359	713	(1) English chain system.
				Total number of carriages fitted with communication.	37	14	49	254	232	586	
4	(*a*) to (*d*)		East Indian ...	Total number of carriages ...	158	93	84	1,034	784	2,153	(1) English chain system. [159 carriages fitted with (3) Bamber's system.]
				Total number of carriages fitted with communication.	144	84	79	314	424	1,045	
5	(*a*) to (*g*)		Great Indian Peninsula.	Total number of carriages ...	121	131	...	907	711	1,870	(1) English chain system.
				Total number of carriages fitted with communication.	95	89	...	613	453	1,250	
6	(*a*) & (*b*)		Madras and Southern Mahratta.	Total number of carriages ...	46	46	4	401	176	673	(1) English chain system.
				Total number of carriages fitted with communication.	46	46	4	401	143	640	
7	(*a*) & (*b*)		Nizam's Guaranteed State.	Total number of carriages ...	34	10	...	72	58	174	(1) English chain system.
				Total number of carriages fitted with communication.	20	10	...	72	35	137	
8	(*a*) to (*g*)		North Western State.	Total number of carriages ...	165	91	144	1,066	1,219	2,685	(1) English chain system. [101 carriages fitted with (2) King's system.]
				Total number of carriages fitted with communication.	163	91	122	963	424	1,763	
9	(*a*) & (*b*)		Oudh and Rohilkhand State.	Total number of carriages ...	73	33	33	313	385	837	(1) English chain system.
				Total number of carriages fitted with communication.	71	33	33	297	181	615	
10	(*a*)		South Indian ...	Total number of carriages ...	13	26	...	179	85	303	(1) English chain system.
				Total number of carriages fitted with communication.	13	26	...	179	69	287	
11	(*a*)		Assam-Bengal ...	Total number of carriages ...	22	3	...	93	167	285	(1) English chain system.
				Total number of carriages fitted with communication.	2	...	...	93	68	163	
12	(*a*) & (*b*)		Bengal and North-Western.	Total number of carriages ...	67	38	32	713	191	1,041	(1) English chain system.
				Total number of carriages fitted with communication.	50	28	32	494	108	712	
13	(*a*) & (*b*)		Bengal Dooars ...	Total number of carriages ...	10	1	...	21	16	48	(5) Simple cord.
				Total number of carriages fitted with communication.	1	...	...	...	2	3	
14	(*a*) to (*d*)		Bhavnagar-Gondal-Junagad-Porbandar.	Total number of carriages ...	20	8	17	142	77	264	(1) English chain system.
				Total number of carriages fitted with communication.	3	...	2	23	22	50	
15	(*a*) & (*b*)		Burma ...	Total number of carriages ...	70	47	...	536	336	989	(1) English chain system. [96 carriages fitted with (5) "Simple cord."]
				Total number of carriages fitted with communication.	52	47	...	229	159	487	
3	(*b*) & (*c*)	3′ 3⅜″	Eastern Bengal State.	Total number of carriages ...	47	27	47	333	290	744	(1) English chain system.
				Total number of carriages fitted with communication.	40	24	39	244	100	447	
18	(*a*) to (*d*)		Jodhpur-Bikaner	Total number of carriages ...	22	6	17	101	70	216	(4) Electric bell.
				Total number of carriages fitted with communication.	22	6	...	...	27	55	
7	(*c*)		Hyderabad Godavari Valley.	Total number of carriages ...	19	10	...	68	37	134	(1) English chain system.
				Total number of carriages fitted with communication.	14	6	...	44	21	85	
6	(*c*) to (*l*)		Madras and Southern Mahratta.	Total number of carriages ...	70	37	...	576	273	956	(1) English chain system.
				Total number of carriages fitted with communication.	17	5	...	87	89	198	
2	(*h*) to (*n*)		Rajputana-Malwa	Total number of carriages ...	116	49	36	917	351	1,469	(1) English chain system.
				Total number of carriages fitted with communication.	99	40	26	561	221	947	
20	(*a*) & (*b*)		Rohilkund and Kumaon.	Total number of carriages ...	18	6	3	103	61	191	(1) English chain system.
				Total number of carriages fitted with communication.	15	6	...	38	40	99	
10	(*b*) to (*i*)		South Indian ...	Total number of carriages ...	39	36	...	717	354	1,146	(1) English chain system.
				Total number of carriages fitted with communication.	24	8	...	203	119	354	
1	(*b*) to (*g*)		Bengal-Nagpur	Total number of carriages ...	8	3	...	102	71	184	(1) English chain system.
				Total number of carriages fitted with communication	...	3	...	67	44	114	
28	(*a*)	2′ 6″	Cutch ...	Total number of carriages ...	1	...	...	5	2	8	(5) Simple cord.
				Total number of carriages fitted with communication.	1	...	...	5	2	8	

APPENDIX 21.

[APPENDIX 26 IN THE REPORT FOR 1908.]

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1909.

Classification No. of railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Gauge.	Railway system.	Total number of stations on railway.	Stations at which points and signals were interlocked. No.	Name of system of interlocking.	Stations at which block instruments were used for train signalling. No.	Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	(a)		Bengal-Nagpur	267	114	96 List and Morse's 17 Ordinary interlocking 1 Experimental	81	71 Neale's. 8 Theobald's Train Key. 2 Webb and Thompson's.
2	(a) to (g)		Bombay, Baroda and Central India	182	69	26 Mackenzie and Holland's. 35 Dutton's 4 Country made 4 Experimental	96	54 Preece's single wire semaphore. Does not give out a token or tablet. 18 Sykes' combined lock & block. 16 Tyer's Tablet, single line. 2 „ „ double „ 6 „ Tablet.
3	(a)		Eastern Bengal State	137	45	35 Ordinary double line interlocking 5 List and Morse's 2 Mackenzie and Holland's double line. 3 Experimental	55	25 Pryce and Ferreira's. Token not necessary. 29 Neale's. 1 Experimental.
4	...		East Indian	429	310	149 English system 160 Dutton's 1 Experimental	344	61 Pryce and Ferreira's. Token not necessary. 127 Neale's Patent Voucher. 14 Tyer's Tablet. 110 East Indian railway double line block instrument. 32 East Indian railway tablet.
5	(a) to (c)		Great Indian Peninsula	325	125	107 English system 18 List and Morse's	311	211 Preece's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. 102 Neale's. 8 Tyer's.
	(d) to (g)	5′ 6″	Indian Midland	160	45	44 English system 1 Experimental	69	42 Preece's. Does not give out a token or tablet. 28 Neale's. At one of these stations two kinds of instruments are used.
6	(a) & (b)		Madras and Southern Mahratta	207	79	37 List and Morse's 7 English system, single line 8 „ „ double „ 23 Madras Railway system partial interlocking. 4 Experimental	163	18 Winter's Block without starting semaphores. Does not give out a token or tablet. 149 Theobald's Train Key. Four stations have two kinds of instruments.
7	(a) & (b)		Nizam's Guaranteed State	45	4	1 Dutton's 1 List and Morse's 2 Experimental	2	2 Webb and Thompson's.
8	(a) to (g)		North Western State	687	357	277 List and Morse's 80 Tappet	108	76 Tyer's Tablet. 26 Tyer's double line block instruments. 6 Experimental.
9	...		Oudh and Rohilkhand State	206	141	114 List and Morse's 17 Tappet locking 4 Saxby and Farmer's 1 Wrench's 5 Experimental ...	...	.....
10	(a)		South Indian	81	1	1 Winter's	61	58 Theobald's Train Key. 2 Winter's Double Dial. Does not give out a token or tablet. 1 Experimental.
11	...	3′ 3 3/8″	Assam-Bengal	130	...	.....	5	Neale's.
12	...		Bengal and North-Western	336	9	1 Dutton's 8 List and Morse's	10	Tyer's Tablet.
13	...		Bengal Dooars	30	...	.....	...	.....
14	...		Bhavnagar-Gondal-Junagad-Porbandar	66	1	1 Experimental ...	2	Theobald's Train Key.
			Carried over	3,288	1,300	.....	1,307	.....

APPENDIX 21—*concluded.*

[APPENDIX 26 IN THE REPORT FOR 1908.]

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1909.

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Gauge.	Railway System.	Total number of stations on railway.	Stations at which points and signals were interlocked.		Stations at which block instruments were used for train signalling.	
Main head.	Sub-head.				No.	Name of system of interlocking.	No.	Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
			Brought forward .	3,288	1,300	...	1,307	.....
15	(a) & (b)	3′ 3⅜″	Burma	294	64	12 List and Morse's . 27 Simplex . . 12 Tappet and Key . 13 English system .	102	10 Sykes'. 2 Tyer's Tablet. 82 Neale's. 8 Theobald's Train Key.
16	...		Deoghur	1	...	.....	...	.....
17	...		Dibru-Sadiya	41	...	.....	...	.....
3	(b) & (c)		Eastern Bengal State	177	21	19 List and Morse's . 2 Tappet . . .	30	21 Tyer's Tablet. 9 Neale's.
7	(c)		Hyderabad-Godavari Valley . . .	52	43	43 List and Morse's .	...	.....
18	...		Jodhpur-Bikaner	99	...	.....	...	.....
6	(c) to (l)		Madras and Southern Mahratta . .	315	...	.....	123	59 Winter's. Does not give out a token or tablet. 75 Roberts' Key Staff. 1 Theobald's Train Key. Some stations have more than one kind of instruments.
19	...		Morvi	10	...	.....	...	.....
2	(h) to (n)		Rajputana-Malwa	305	110	92 Sydney Jones' . . 12 Tappet . . . 3 Mackenzie and Holland's. 2 Dutton's . . . 1 Experimental . .	103	98 Tyer's Tablet. 2 Preece's. 2 Tyer's Three position. .....
20	(a) & (b)		Rohilkund and Kumaon . . .	71	...	.....	...	.....
10	(b) to (i)		South Indian	280	96	25 List and Morse's . 6 Dutton's . . 60 Winter's . . 3 Saxby and Farmer's 2 Experimental. .	52	32 Winter's Ticket issuing Block. 17 Theobald's Train Key. 3 Experimental.
21	...		Udaipur-Chitorgarh.	11	...	.....	...	.....
24	...	2′ 6″	Baraset-Basirhat Light	22	...	.....	...	.....
25	...		Barsi Light	14	...	.....	...	.....
26	...		Bukhtiarpore-Behar Light . .	10	...	.....	...	.....
3	(d)		Cooch Behar	7	...	.....	...	.....
28	...		Cutch	5	...	.....	...	.....
2	(o) & (p)		Gaekwar's Dabhoi and Rajpipla . .	37	2	2 Country made .	...	.....
1	(b) to (g)		Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	80	...	.....	...	.....
8	(h)		Kalka-Simla	20	...	.....	...	.....
8	(i) & (j)		Kohat-Thal and Nowshera-Durgai .	22	...	.....	...	.....
10	(j) & (k)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	8	...	.....	...	.....
19	...		Morvi	3	...	.....	...	.....
20	(c)		Powayan Light	8	...	.....	...	.....
30	...		Dholpur-Bari	6	3	3 List and Morse's .	...	.....
32	...		Shahdara (Delhi)-Saharanpur Light .	17	...	.....	...	.....
33	...		Tarakeshwar-Magra Light . . .	16	...	.....	...	.....
34	...		Tezpore-Balipara Light . . .	7	...	.....	...	.....
36	...	2′ 0″	Darjeeling-Himalayan	10	...	.....	...	.....
5	(h)		Gwalior Light	30	...	.....	...	.....
37	...		Howrah-Amta Light	24	...	.....	...	.....
38	...		Howrah-Sheakhala Light . . .	12	...	.....	...	.....
40	...		Jorhat	6	...	.....	...	.....
5	(i)		Matheran Light	2	...	.....	...	.....
			Total .	5,310	1,639	.....	1,716	.....

APPENDIX 22.

[APPENDIX 30 IN THE REPORT FOR 1908.]

Train accidents and casualties on railways treated as one system *during the calendar years 1908 and 1909.*

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS. (Figures in italics were not passengers.)				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1. Collisions between passenger trains or parts of passenger trains . . .	5	7	3	4	8	11	87	...	146	23	14	...	16	5	101	...	162	28
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line .	41	17	28	36	69	53	25	4	66	44	5	5	31	11	30	9	97	55
3. Collisions between goods trains or parts of goods trains	25	24	67	85	92	109	...	...	...	*1*	9	7	21	35	9	7	21	36
4. Collisions between light engines	6	1	44	33	50	34	...	...	...	...	1	...	12	2	1	...	12	2
5. Passenger trains or parts of passenger trains leaving the rails	113	111	91	112	204	223	2	22	9	33	1	4	8	6	3	26	17	39
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . .	45	19	472	592	517	611	...	...	...	1	3	1	12	11	3	1	12	12
7. Trains or engines travelling in the wrong direction through points . .	23	9	172	115	195	124	4	2	18 *2*	6	...	1	18	6	4	3	38	12
8. Trains running into stations or sidings at too high a speed	13	7	33	29	46	36	...	...	8	14	1	...	3	...	1	...	11	14
9. Trains running over cattle on the line	10	9	4,513	5,029	4,523	5,038	...	*1*	*1*	2 *1*	2	1	8	...	2	2	9	3
10. Trains running over obstructions on the line .	53	27	187	220	240	247	*5*	1 *12*	3 *20*	1 *21*	2	...	6	11	7	13	29	33
11. Trains running through gates at level crossings .	1	1	47	30	48	31	...	...	...	...	2	...	...	1	2	...	...	1
12. The bursting of boilers of engines	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (*a*). The bursting of tubes, etc., of engines . . .	...	...	368	316	368	316	...	...	...	...	...	...	...	...	...	...	...	...
Carried over .	335	232	6,026	6,601	6,361	6,883	118 *5*	29 *13*	250 *23*	124 *23*	40	19	135	88	163	61	408	235

APPENDIX 22—*concluded.*

[APPENDIX 30 IN THE REPORT FOR 1908.]

Train accidents and casualties on railways treated as one system *during the calendar years 1908 and 1909.*

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS. (Figures in italics were not passengers.) Killed.		Injured.		NUMBER OF SERVANTS. Killed.		Injured.		TOTAL OF ALL CLASSES. Killed.		Injured.	
	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Brought forward	335	232	6,026	6,601	6,361	6,833	118 *5*	29 *13*	250 *23*	124 *23*	40	19	135	88	163	61	408	235
13. The failure of machinery, springs, etc., of engines	4	1	1,035	891	1,039	892	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	3	...	9	6	12	6	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	2	1	9	4	11	5	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	11	7	70	58	81	65	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	5	1	7	8	12	9	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	32	12	414	408	446	420	...	...	10	...	1	...	3	...	1	...	13	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	...	2	2	3	2	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	3	5	245	209	248	214	...	...	1	...	...	...	...	...	...	...	1	...
21. The flooding of portions of permanent-way	22	26	154	110	176	136	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	6	2	33	38	41	40	...	...	...	...	...	...	1	...	...	...	1	...
23. Fire in trains	13	3	255	207	268	210	3	...	11	...	...	...	7	...	3	...	18	...
24. Fire at stations, or involving injury to bridges or viaducts	7	2	106	77	113	79	*1*	*3*	*3*	*2*	...	...	4	...	1	3	7	2
25. Other accidents	58	47	942	849	1,000	896	*4*	*3*	12 *3*	3 4	2	12	25	43	6	15	40	50
TOTAL	504	339	9,307	9,468	9,811	9,307	121 *10*	29 *19*	284 *29*	127 *29*	43	31	175	131	174	79	488	287

APPEN

[APPENDIX 31 IN THE

Statement showing the number of servants of all races employed on each railway system (open lines

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		RAILWAY SYSTEM.	NUMBER OF SERVANTS EMPLOYED.							
			Europeans.		Eurasians.		Natives.		Total.	
Main head.	Sub-head.		1908.	1909.	1908.	1909.	1908.	1909.	1908.	1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	(*a*) to (*g*)	Bengal-Nagpur	555	535	700	724	29,775	36,060	31,030	37,319
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	255	263	217	224	18,140	18,713	18,612	19,200
3	...	Eastern Bengal State	414	404	542	512	35,852	35,180	36,808	36,096
4	...	East Indian	1,641	1,599	1,259	1,117	90,100	80,261	93,000	82,977
5	...	Great Indian Peninsula	1,232	1,219	1,033	1,032	69,379	67,856	71,644	70,137
6	...	Madras and Southern Mahratta	332	305	1,997	1,764	39,965	39,108	42,294	41,177
7	...	Nizam's Guaranteed State	102	111	385	419	8,427	8,716	8,914	9,246
8	(*a*) to (*k*)	North Western State	1,211	1,221	694	709	73,128	73,867	75,033	75,797
9	...	Oudh and Rohilkhand State	325	293	350	313	22,444	21,649	23,119	22,255
10	...	South Indian	208	241	1,050	1,168	21,177	22,123	22,435	23,532
11	...	Assam-Bengal	100	81	210	198	8,154	8,051	8,464	8,330
12	...	Bengal and North-Western	180	159	231	209	24,122	20,180	24,533	20,548
13	...	Bengal Dooars	6	6	3	2	1,011	1,015	1,020	1,023
14	...	Bhavnagar-Gondal-Junagad-Porbandar	8	7	31	35	2,890	3,117	2,929	3,159
15	(*a*) & (*b*)	Burma	175	193	648	653	*18,858	18,710	*19,681	19,586
16	...	Deoghur	...	...	1	1	65	67	66	68
17	...	Dibru-Sadiya	8	8	...	...	1,236	1,229	1,244	1,237
18	...	Jodhpur-Bikaner	13	14	6	7	4,129	4,991	4,148	5,012
19	...	Morvi	...	...	2	1	435	460	437	461
2	(*h*) to (*n*)	Rajputana-Malwa	503	507	528	524	29,828	28,516	30,859	29,547
20	...	Rohilkund and Kumaon	38	45	28	21	4,683	4,450	4,749	4,516
21	...	Udaipur-Chitorgarh	2	2	...	...	366	366	368	368
24	...	Baraset-Basirhat Light	...	...	1	2	152	208	153	210
25	...	Barsi Light	3	3	23	15	520	512	546	530
26	...	Bukhtiarpore-Behar Light	1	1	...	...	124	159	125	160
28	...	Cutch	1	1	...	...	148	165	149	166
30	...	Dholpur-Bari	1	1	...	...	152	124	153	125
32	...	Shahdara (Delhi)-Saharanpur Light	4	4	...	1	765	593	769	598
33	...	Tarakeshwar-Magra Light	...	...	1	1	243	241	244	242
34	...	Tezpore-Balipara Light	2	2	...	1	182	167	184	170
36	...	Darjeeling-Himalayan	18	22	8	12	867	847	893	881
37	...	Howrah-Amta Light	5	5	3	3	520	711	528	719
38	...	Howrah-Sheakhala Light	...	...	...	...	99	100	99	100
40	...	Jorhat	1	1	...	...	252	210	253	211
		TOTAL	7,344	7,283	9,951	9,698	*508,188	498,722	*525,483	515,703

* Revised figures.

DIX 23.

REPORT FOR 1908.]

only) and the amounts deposited by them in the Provident Fund at the close of the calendar year 1909.

AMOUNT DEPOSITED IN PROVIDENT FUND.						REMARKS.
Number of depositors.		Amount at credit on the 31st December 1909.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
(12)	(13)	(14)	(15)	(16)	(17)	(18)
		Rs.	Rs.	Rs.	Rs.	
429	5,316	2,29,124	18,21,503	16,09,943	36,60,570	
2	3,611	28,790	26,73,450	16,38,280	†43,40,520	† Excludes the Provident Fund transactions of the Godhra-Ratlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
248	7,942	38,537	20,51,000	17,64,000	38,53,537	
7,467	13,320	...	...	...	1,60,24,450	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
1	9,261	510	1,35,92,412	...	1,35,92,922	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
23	10,401	51,960	35,61,701	24,12,411	60,26,072	
...	1,693	...	8,19,244	7,45,574	15,64,918	
625	11,923	1,27,215	47,12,297	41,33,230	89,72,742	
179	3,645	44,878	13,92,898	11,76,220	26,13,996	
61	5,194	1,00,215	23,10,251	9,90,141	34,00,607	
32	1,696	1,577	4,54,571	2,82,839	7,38,987	
9	2,710	89,324	11,28,955	10,66,733	22,85,012	
1	142	63	38,369	34,141	72,573	
221	535	43,671	2,74,283	2,14,014	5,31,968	
...	3,899	...	13,48,631	11,65,607	25,14,238	
...	...	...	...	...	...	
...	...	...	...	...	...	
51	559	9,116	1,40,482	1,28,694	2,78,292	
...	97	...	21,541	2,325	23,866	
522	4,624	1,22,282	23,12,364	21,16,042	‡ 45,50,688	‡ Includes the Provident Fund transactions of the Godhra-Ratlam-Nagda railway.
3	668	1,392	2,15,363	2,06,951	4,23,706	
...	40	...	11,143	7,033	18,176	
...	36	...	2,303	3,918	6,221	
...	...	...	...	...	...	
...	21	...	1,851	1,111	2,962	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	103	...	8,755	5,428	14,183	
...	88	...	5,427	1,250	6,677	
...	...	...	...	...	...	
...	166	...	1,31,197	1,47,729	2,78,926	
...	117	...	27,488	13,998	41,486	
...	25	...	1,438	3,925	5,363	
10	34	1,303	9,678	5,342	16,323	
9,884	87,866	8,89,957	3,90,68,695	1,98,76,879	7,58,59,981	

APPENDIX 24.

[APPENDIX 32 IN THE REPORT FOR 1908.]

Number of men enrolled in Railway Volunteer Corps on the 31st December 1909.

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Corps.	Enrolled strength.					Total number of European and Eurasian servants on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including servants on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	31	111	877	24	1,043	1,259	10	
2	(a) to (g) & (o) & (p)	Bombay, Baroda and Central India— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	25	65	426	8	524	487	4	
3	...	Eastern Bengal State	31	78	727	16	852	916	5	
4	...	East Indian	75	230	1,960	49	2,314	2,716	18	
5	...	Great Indian Peninsula— *First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles*	51	170	1,336	27	1,584	2,281	12	
6	...	Madras and Southern Mahratta— *Madras Railway Volunteer Rifles* ...	33	113	996	11	1,153	2,069	9	
		Southern Mahratta Railway Volunteer Rifles	20	110	536	12	678		8	
7	...	Nizam's Guaranteed State— *Hyderabad Volunteer Rifles* ...	12	34	229	4	279	530	2	
8	...	North Western State	39	123	1,312	26	1,500	1,930	12	
9	...	Oudh and Rohilkhand State— *Oudh and Rohilkhand Railway Volunteer Rifles*	18	78	521	12	629	606	4	
		United Provinces Light Horse, Oudh Squadron.	2	...	1	...	3			
10	...	South Indian	31	75	834	75	1,015	1,409	10	
11	...	Assam-Bengal...	19	44	213	1	277	279	3	
12	...	Bengal and North-Western— *Bengal and North-Western Railway Volunteer Rifles*	17	52	302	9	380	368	4	
		United Provinces Light Horse, Gorakhpur Squadron	3	6	32	1	42		1	
14	....	Bhavnagar-Gondal-Junagad-Porbandar— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company*	1	7	19	...	27	42	1	
15	...	Burma	30	83	665	...	778	876	9	
19	...	Morvi— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* ...	...	...	1	...	1	1	...	
2	(h) to (n)	Rajputana-Malwa— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	29	118	642	3	792	1,031	9	
20	...	Rohilkund and Kumaon— *Bengal and North-Western Railway Volunteer Rifles*	1	1	29	...	31	66	...	
21	...	Udaipur-Chitorgarh— *Bombay, Baroda and Central India Railway Volunteer Rifles* ...	1	1	...	...	2	2	...	
32	...	Shahdara (Delhi)-Saharanpur— *North Western Railway Volunteer Rifles*	...	...	2	...	2	5	...	
33	...	Tarakeshwar-Magra— *East Indian Railway Volunteer Rifles*	...	...	1	...	1	1	...	
36	...	Darjeeling-Himalayan— *Northern Bengal Mounted Rifles, "A" and "B" Troops* ...	...	...	1	16	17	34	1	
		TOTAL ...	469	1,499	11,662	294	13,924	16,908	122	

APPENDIX 25.

[APPENDIX 33 IN THE REPORT FOR 1908]

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the calendar year 1909.

Classification No. of Railway (detailed in "Index" to Appendix 9.)		Railway system.	Number of Subordinate officers of (*i*) Police and (*ii*) Railway.	Number of (*i*) Constables, (*ii*) Watch jemadars and (*iii*) watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the railway.		Remarks.
Main head.	Sub-head.				Supervision.	(*i*) Constables, (*ii*) Watch jemadars and (*iii*) watchmen.	Contingencies.	Total cost to the railway.	Per mile open (calculated on mileage given in column 7 of Appendix 1).	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	(*a*) to (*g*)	Bengal-Nagpur	30	939	43,525	71,070	12,055	1,26,650	52·65	0·02	
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	80	627	21,267	72,437	12,182	1,05,886	81·38	0·02	
3	...	Eastern Bengal State	108	1,413	780	1,14,106	382	1,15,268	72·44	0·02	
4	...	East Indian	97	2,458	83,553	2,02,517	60,378	3,46,448	139·83	0·02	
5	(*a*) to (*g*).	Great Indian Peninsula	34	1,522	66,956	1,39,016	33,595	2,39,567	82·76	0·01	
6	...	Madras and Southern Mahratta	21	1,333	62,117	1,58,730	28,298	2,49,145	79·70	0·02	
7	...	Nizam's Guaranteed State	10	414	21,255	57,099	3,465	81,819	110·29	0·04	
8	(*a*) to (*j*)	North Western State	...	2,276	...	2,12,480	2,122	2,14,602	47·39	0·01	
9	...	Oudh and Rohilkhand State	15	638	6,055	50,986	2,056	59,097	44·60	0·01	
10	...	South Indian	...	424	...	*1,41,867	...	*1,41,867	83·71	0·02	* Includes Rs. 1,08,653, being the cost of Government supervision.
11	...	Assam-Bengal	13	329	20,187	27,697	5,083	52,967	68·72	0·03	
12	...	Bengal and North-Western	51	677	4,685	84,232	2,088	91,605	49·08	0·02	
13	...	Bengal Dooars	...	10	...	1,100	...	1,100	7·19	...	
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	35	125	19,266	12,808	7,314	39,388	85·78	0·04	
15	(*a*) & (*b*)	Burma	141	472	47,647	85,352	19,798	1,52,797	100·06	0·02	
18	...	Jodhpur-Bikaner	3	49	2,065	4,621	313	6,999	7·36	...	
2	(*h*) to (*n*).	Rajputana-Malwa	170	1,328	38,861	90,858	8,389	1,38,108	63·48	0·02	
19	...	Morvi	6	14	2,296	1,732	1,396	5,424	58·43	0·03	
20	...	Rohilkund and Kumaon	10	213	2,666	16,816	1,560	21,042	43·96	0·02	
25	...	Barsi Light	1	13	383	1,521	457	2,361	30·08	0·02	
30	...	Dholpur-Bari	...	9	...	419	...	419	21·35	0·02	
5	(*h*)	Gwalior Light	1	38	670	3,024	506	4,200	16·80	0·03	

APPENDIX 26.

[APPENDIX 34 IN THE REPORT FOR 1908.]

Transactions of the Fine Funds for the calendar year 1909.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.)		RAILWAY SYSTEM.	ASSETS.				DISBURSEMENTS.						Balance on 31st December 1909.
Main head.	Sub-head.		Balance on 31st December 1908. (*Revised.*)	Fines and bonus forfeited during 1909.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	39,765	16,400	1,117	57,282	...	...	4,911	1,881	10,802	17,594	39,688
2	(*a*),(*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	1,946	7,850	...	9,796	150	1,310	60	1,775	3,173	6,468	3,328
3	...	Eastern Bengal State	11,321	12,727	268	24,316	...	330	4,632	9,722	3,333	18,017	6,299
4	...	East Indian	85,421	27,144	2,877	1,15,442	...	28	2,838	4,976	13,957	21,799	93,643
5	...	Great Indian Peninsula	9,378	15,683	802	25,863	...	5,115	634	855	12,506	19,110	6,753
6	...	Madras and Southern Mahratta	10,521	16,920	751	28,192	33	1,861	920	2,567	11,949	17,330	10,862
7	...	Nizam's Guaranteed State	15,009	2,443	635	18,087	100	...	...	700	502	1,302	16,785
8	...	North Western State	26,769	31,204	750	58,723	100	322	4,014	12,764	4,003	21,203	37,520
9	...	Oudh and Rohilkhand State	17,763	7,801	456	26,020	...	36	254	732	4,106	5,128	20,892
10	...	South Indian	1,60,702	8,421	5,059	1,74,182	...	1,210	498	18,288	19,655	39,651	1,34,531
11	...	Assam-Bengal	11,271	7,412	...	18,683	...	2,725	1,440	2,471	1,367	8,003	10,680
12	...	Bengal and North-Western	1,23,532	21,383	3,740	1,48,655	...	40	1,070	2,680	7,382	11,172	1,37,483
13	...	Bengal Dooars	1,840	788	47	2,675	...	...	...	561	...	561	2,114
14	...	Bhavnagar-Gondal-Junagad-Porbandar	5,779	615	173	6,567	75	6	...	119	597	797	5,770
15	...	Burma	773	20,800	...	21,573	...	600	3,320	14,278	2,817	21,015	558
18	...	Jodhpur-Bikaner	9,797	2,694	...	12,491	335	40	365	2,396	...	3,136	9,355
19	...	Morvi	1,373	122	...	1,495	...	101	...	...	7	108	1,387
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa	15,343	14,429	303	30,075	100	2,564	6,581	9,323	4,729	23,297	6,778
20	...	Rohilkund and Kumaon	39,055	998	1,258	41,311	...	...	...	1,826	20	1,846	39,465
21	...	Udaipur-Chitorgarh	534	34	...	568	...	...	...	...	18	18	550
24	...	Baraset-Basirhat Light	...	132	...	132	...	...	...	...	132	132	...
26	...	Bukhtiarpore-Behar Light	...	33	...	33	...	...	...	...	33	33	...
33	...	Tarakeshwar-Magra Light	...	12	...	12	12	...	...	...	...	12	...
34	...	Tezpore-Balipara Light	28	68	...	96	...	9	40	...	...	49	47
36	...	Darjeeling-Himalayan	228	307	...	535	...	...	...	100	2	102	433
37	...	Howrah-Amta Light	...	299	...	299	...	...	...	...	299	299	...
38	...	Howrah-Sheakhala Light	...	27	...	27	...	...	...	...	27	27	...
40	...	Jorhat	425	182	12	619	...	...	...	...	51	51	568

APPENDIX 27.

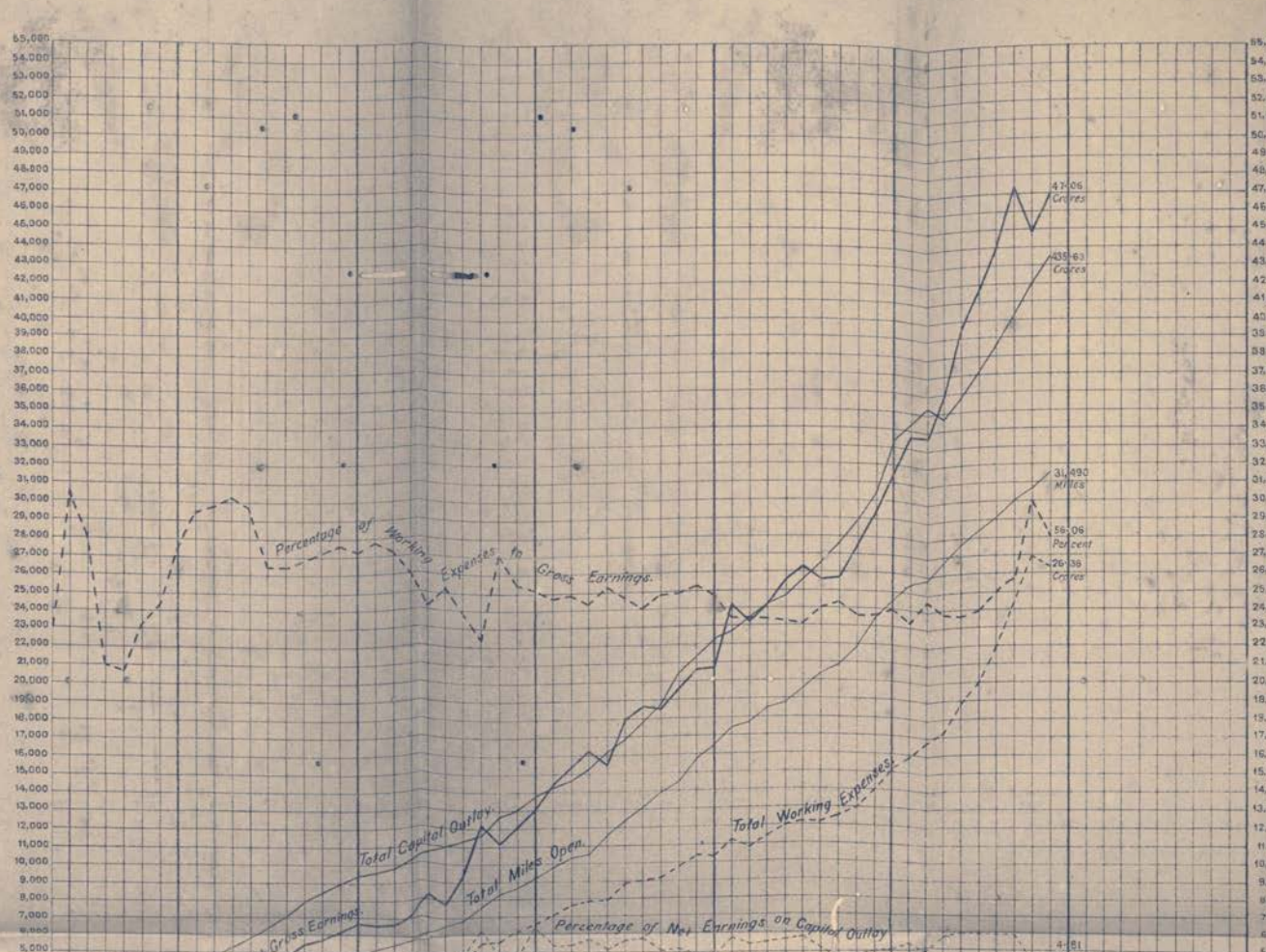
[APPENDIX 35 IN THE REPORT FOR 1908.]

Railway and Railway aided schools at the close of the calendar year 1909.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Railway Schools.											Railway aided Schools.					Remarks.
				Attendance.				Contributions.							Average daily attendance.		Railway grant.		
				Children.		Apprentices and workmen.			By railways.										
Main head.	Sub-head.		No. of schools.	No. on the rolls.	Average daily attendance.	No on the rolls.	Average daily attendance.	By Government.	From Revenue.	From Fine Fund.	By school fees.	Total.	Expenditure.	No. of schools.	Children.	Apprentices and workmen.	From Revenue	From Fine Fund.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	
1	...	B. N. European	10	428	330	...	...	6,703	4,860	3,195	8,353	23,111	26,148	4	193	...	1,164	160	
		B. N. Native	12	619	522	686	207	3,566	3,110	1,536	3,016	11,228	11,962	...	...	...	...	...	
2	(a)to (g)& (o)& (p)	B., B. & C. I. European	3	80	65	2	1	1,021	2,560	60	1,530	5,171	5,692	23	74	...	3,400	...	
3	...	E. B.S. European	...	...	...	...	...	...	...	...	...	...	...	4	192	...	2,543	2,881	
		E. B.S. Native	5	94	81	168	69	...	1,769	...	...	1,769	1,769	13	528	...	1,542	1,751	
4	...	E.I. European	23	857	753	94	80	17,693	36,848	...	80,859	1,35,600	1,40,326	8	361	...	2,988	...	
		E.I. Native	70	2,865	2,115	4,264	1,532	3,321	4,988	2,579	14,287	25,175	21,983	2	364	...	...	259	
5	(a)to (g)	G. I. P. European	7	323	249	...	...	4,863	26,118	634	3,787	35,402	35,402	16	337	...	5,319	...	
		G. I. P. Native	...	...	...	...	...	...	...	...	...	...	...	6	280	...	1,048	...	
6	(a)& (b)	M.& S.M. European	7	334	273	...	...	5,830	16,325	25	3,898	26,078	27,757	11	163	...	3,016	100	
		M.& S.M. Native	2	89	73	...	...	...	322	...	125	447	447	...	...	...	...	...	
7	(a) & (b)	N. G. S. European	1	36	32	...	...	...	840	...	206	1,046	848	...	...	...	...	...	
		N. G. S. Native	...	...	...	...	...	...	...	...	...	...	...	1	39	...	120	...	
8	...	N. W. European	2	82	56	30	22	3,339	3,285	*315	1,084	8,023	7,895	19	438	...	17,167	2,300*	* In addition to these grants the North Western State railway also contributed from the Fine Fund Rs. 976 for the "Oakgrove" School at Mussoorie and Rs. 25 to the Cathedral Orphanage, Lahore.
		N. W. Native	25	98	80	3,211	575	...	6,828	*66	310	7,204	6,064	5	207	4	3,447	*332	
9	...	O. & R. European	5	86	72	37	31	1,027	2,626	254	1,286	5,193	3,907	19	131	...	7,548	...	
		O. & R. Native	4	...	...	72	32	...	755	...	...	755	755	4	188	...	2,324	...	
10	(a)	S. I. European	2	92	69	...	...	1,370	4,798	69	716	6,953	4,798	...	...	...	...	...	
11	...	A. B. European	1	14	10	...	...	...	...	720	92	812	649	...	...	...	...	...	
		A. B. Native	...	...	...	...	...	...	...	...	...	...	...	2	38	...	...	720	
12	...	B. & N. W. European	3	65	62	...	...	2,205	1,800	1,070	1,251	6,326	5,874	...	...	...	...	...	
		B. & N. W. Native	...	...	...	...	...	...	...	...	...	...	...	2	69	...	324	...	
13	...	B. D. Native	...	...	...	...	...	...	...	...	...	...	...	1	28	...	300	...	
14	...	B. G. J. P. European	1	19	15	...	...	...	1,150	...	354	1,504	1,357	...	...	...	...	...	
		B. G. J. P. Native	2	87	65	...	...	...	680	...	234	914	941	...	...	...	...	...	
15	...	B. European	3	106	100	14	14	2,467	55	1,102	2,409	6,033	5,487	13	40	...	415	415	
		B. Native	2	175	170	11	12	3,685	584	1,063	1,794	7,126	7,536	22	74	...	740	740	
17	...	D. S. Native	1	57	47	...	...	...	360	...	478	838	1,544	...	...	...	...	...	
18	...	J. B. Native	1	23	14	...	...	...	...	365	...	365	365	...	...	...	...	...	
7	(c)	H. G V. European	3	86	61	...	...	...	2,784	...	674	3,458	2,724	3	212	...	506	...	
		H. G V. Native	1	37	27	1	1	...	1,044	...	102	1,146	1,057	8	579	...	804	...	
6	(c) to (l)	M.& S.M. European	10	423	299	...	...	467	8,585	60	6,013	15,125	15,125	8	...	...	...	735	
		M. Native	6	64	56	91	25	279	1,711	...	462	2,452	2,452	...	...	...	...	...	
2	(h) to (n)	R. M. European	7	146	105	96	79	2,235	3,098	5,227	3,310	13,870	12,845	28	107	...	4,075	...	
		R. M. Native	6	308	250	90	70	1,040	1,558	754	2,261	5,613	5,508	1	111	...	...	600	
10	(b) to (k)	S. I. M. European	5	229	187	19	18	1,540	6,984	429	1,109	10,062	6,984	...	...	...	...	...	
34	...	T. B. Native	1	...	...	26	7	...	...	40	...	40	40	...	...	...	...	...	
		Total ...	231	7,922	6,238	8,912	2,775	62,851	1,46,425	19,563	1,40,000	3,68,839	3,66,241	223	4,753	4	58,791	11,013	

INDIAN RAILWAYS.

DIAGRAM SHOWING, FOR EACH YEAR, THE TOTALS UP TO 31st DECEMBER 1909 FOR CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES, MILES OPEN, PERCENTAGE OF NET EARNINGS ON CAPITAL OUTLAY AND PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS.



NOTE.

The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses, and Miles for Open mileage. In the case of Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings each square represents one and two per cent. respectively.

The "Total Capital Outlay" is that on all Indian railways, viz., (i) open, (ii) partly or wholly under construction, and (iii) on miscellaneous items; while for the purposes of the "Percentage of Net Earnings on Capital Outlay" (i) alone is reckoned.

[The decrease in the Total Capital Outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Ry. Companies.]

Ry. Bd 25 5 10-2100

MAP
of
RAILWAY SYSTEMS
in
INDIA
Burmah
and
Ceylon
SCALE OF MILES
Gauges Broad 5'6" Metre 3'3⅜" Narrow 2'6" & 2'0"
Through, Terminal, or Via Junctions where Colours differ
Transhipping Junctions where Gauges differ
Numbers between stations are the distances in miles.
Large blue figures are Block Numbers in Index.
Railways under construction
Railway Projects under consideration
Sea Services
Roadways
COPYRIGHT REGISTERED
NORTH-WESTERN Ry.
KALKA-SIMLA Ry.
OUDH & ROHILKHAND RAILWAY
HARDWAR-DEHRA Ry.
SOUTHERN PUNJAB Ry.
JODHPUR BIKANIR Ry.
BENGAL DOOARS Ry.
TEZPUR BALLIPARA Ry.
DIBRU-SADIYA Ry.
EASTERN BENGAL
ASSAM BENGAL Ry.
BURMA Ry.
BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR Ry.
BOMBAY, BARODA & CENTRAL INDIA Ry.
GREAT INDIAN PENINSULA Ry.
BAY OF BENGAL
CALCUTTA
RIVER SERVICES IN BENGAL
connected with Railways
I.G.R.—India General and River Steam Navigation Co.
C.S.N.—Calcutta Steam Navigation Company.
MADRAS
SOUTH INDIAN Ry.
CEYLON Ry.
AGRA
BENGAL COAL FIELDS
PROVINCES AND RAILWAYS
INDIAN OCEAN
ANDAMAN ISLANDS
NICOBAR ISLANDS
MALDIVE ISLANDS
Nine degree Channel
Eight degree Channel
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INDIA
SHOWING RAILWAYS
Open and under construction on 31-3-10
and
Lines projected up to 31-12-09
REFERENCES.
JHARIA & RANEEGUNDE COAL FIELDS.
CALCUTTA
BOMBAY
MADRAS
CAWNPORE
CITY
CANTONMENT
I N D I A N O C E A N

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